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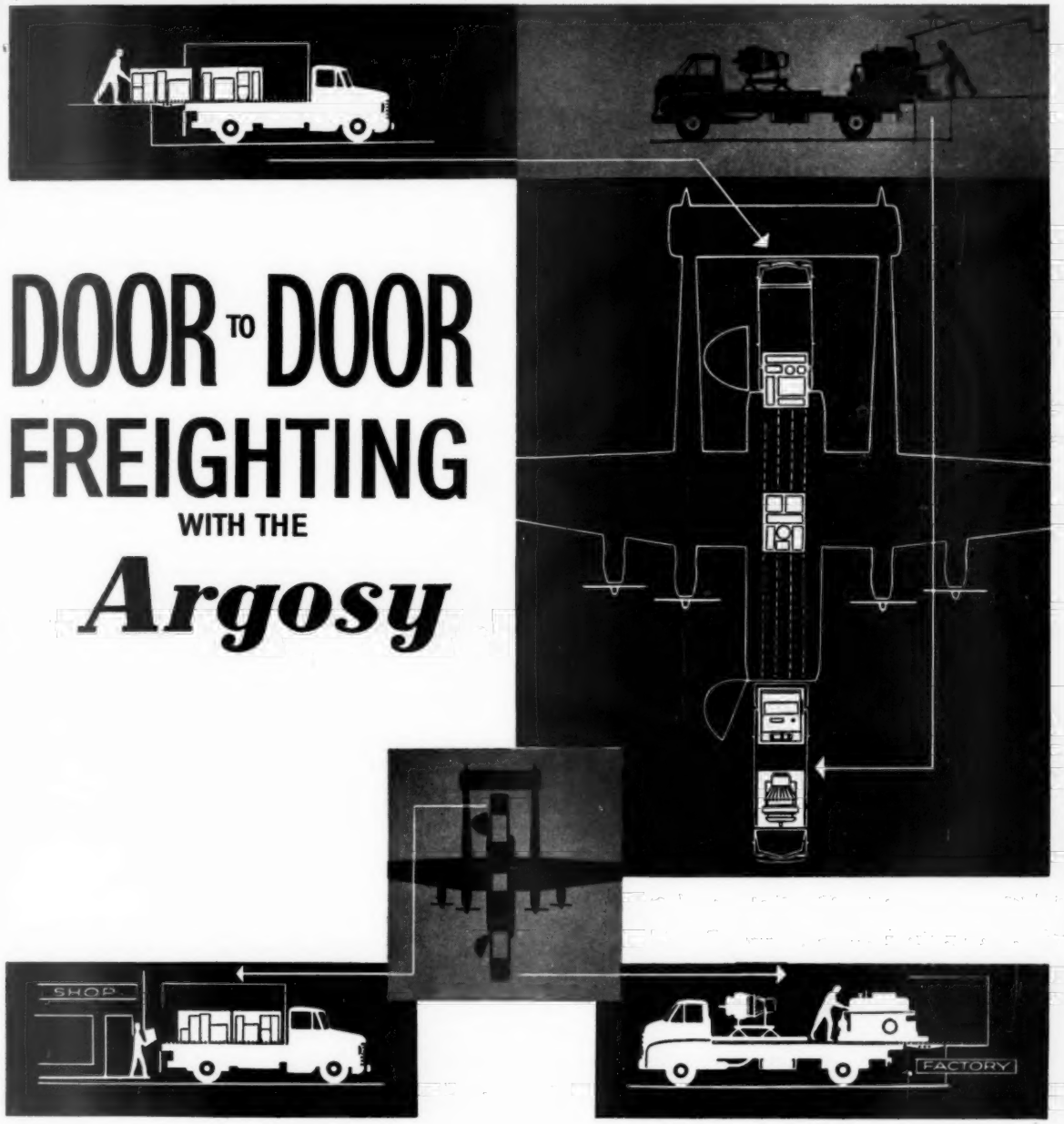

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AIR CARGO

an American Aviation Publication

OCTOBER, 1960, VOL. 4, NO. 10

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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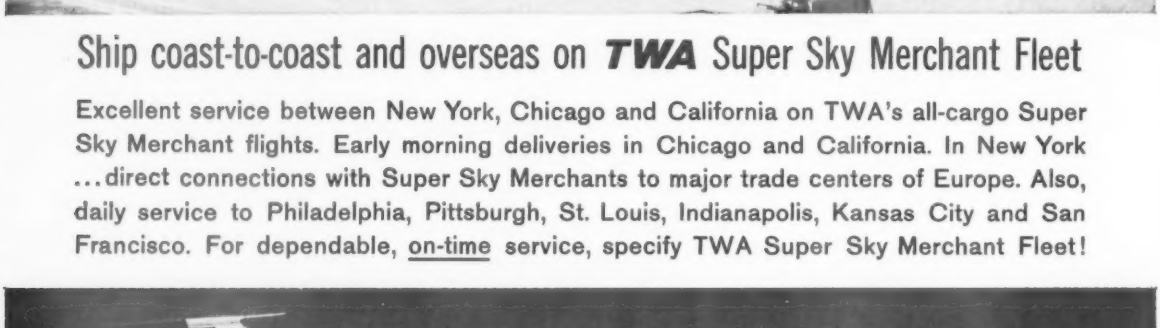

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EDITORIAL

Never A Greater Need

THE SUCCESS of the air freight cartage conference this year resulted from many factors. It was a well planned conference. Things went smoothly. But nothing contributed quite so much as the need.

The conference brought together people who needed to be brought together—those concerned with air freight, on the ground or in the air. The people who must believe: "A true air freight service is dependent on both ground and air transport systems."

This was a cartage conference, and cartagemen were there from every geographical section of the country. The big city cartagemen, from New York, Los Angeles, Chicago, Miami, Minneapolis, St. Louis, and Denver found counterparts from smaller places such as Binghamton, Moline, Youngstown, Cedar Rapids, Tampa, and Salt Lake City.

The cartagemen were there to talk over cartage problems with each other and with the airlines. The airlines were well represented.

Stuart G. Tipton, president of the Air Transport Association of America was there, as were several airline vice presidents. Also there, were the directors of cargo sales and operations for most of the major U.S. airlines. And there were representatives from airlines of other countries. Trans-Canada Air Lines sent three from its general office.

The earnest participation of all attendees in the airline round tables and the panel discussions made it apparent that airlines and carters did need to discuss common problems. More than that, they needed to find solutions. In many cases they did.

One important discussion involving both airline and cartagemen centered around "Sales and Promotion," a panel discussion under the chairmanship of Rob Mangold, director of cargo sales and development for United Air Lines.

At this panel, the group agreed to one of those wonderful, simple ideas which so often are lost as more elaborate schemes are pursued.

It was concluded that the cartagemen should sell cartage service; the air freight salesmen, air freight service. Furthermore, the group found that joint airline-cartageman sales calls would have merit. Each could profit from the contacts of the other, and each could benefit by showing customers that airlines and cartagemen were, indeed, working together to provide better air freight service.

In an earlier day, the usual airline theory held that both the cartageman and the air freight salesman were only concerned with promoting air freight. It was also presumed by many airline people that joint sales calls were unduly hazardous—that such calls might betray to a competitor, a good air freight customer.

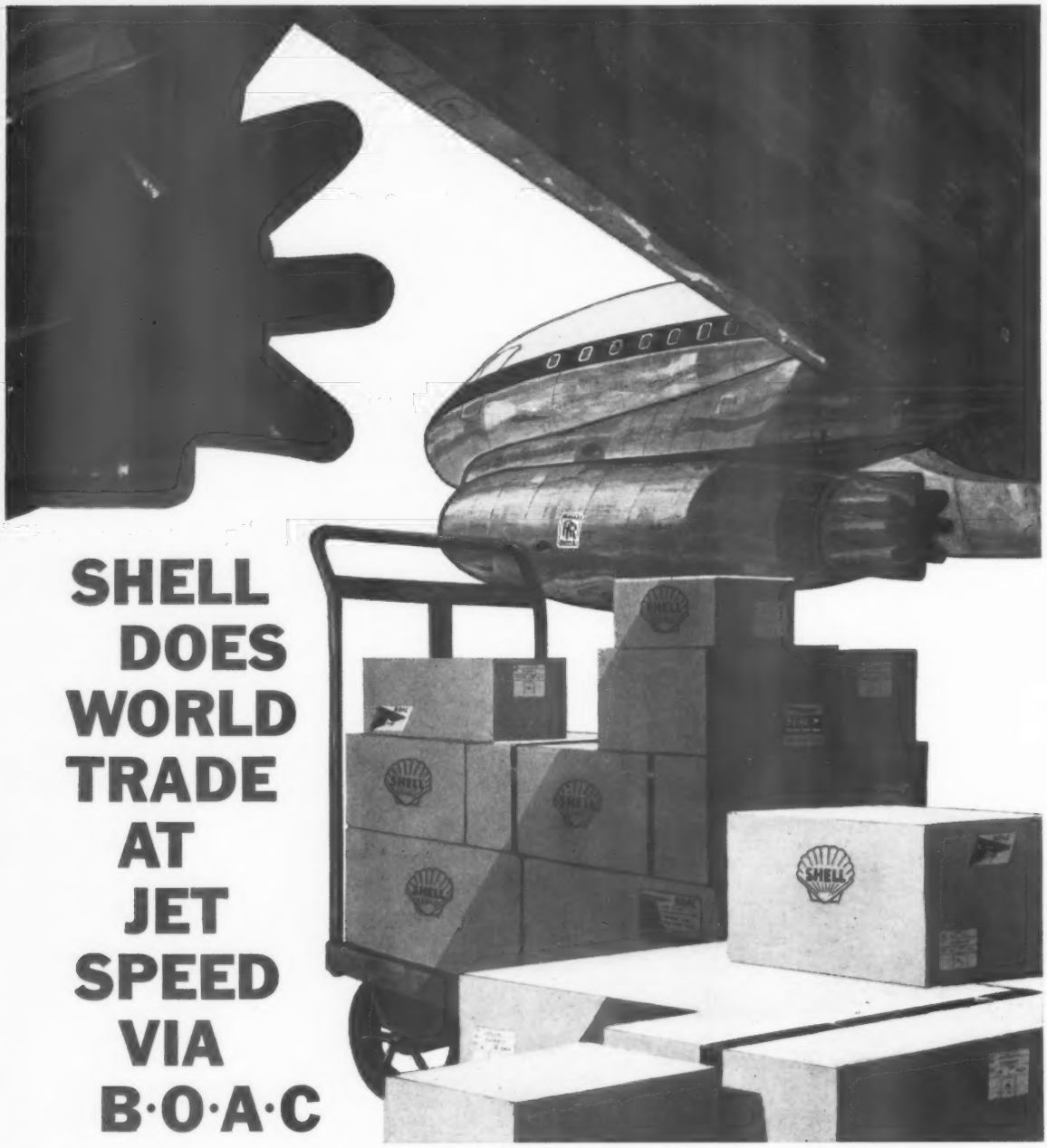
Protecting your company's customers was a direct outgrowth of what Walter Johnson, senior vice president-marketing of Capital Airlines, calls: "that type of salesmanship which sends an air freight man running around with rate sheets trying to con shippers into changing airlines."

For the airlines to feel that it was safe to yield in such an area was good. Such a thing can be done unilaterally, and has been, but it will only be effective as an industry supported effort.

Thus it appears that the conference fulfilled another need. It gave the airlines a chance to talk to other airlines, and put a crack in the theory that at all costs, an airline must maintain entity.

With such a start, it is possible to envision that someday, maybe not too far away, the airlines will set up an air freight center in each major city to serve shippers in much the same fashion that Consolidated Airlines Ticket Offices serve travelers.

Wallace I. Longstreth



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TRENDS

Considerable military cargo traffic for commercial airlines could result from the 2.9¢ per seat mile floor ordered by the Civil Aeronautics Board for Military Passengers. The new minimum has upset Air Force planning on the use of transportation funds. Some Air Force planners figure the only solution is to shift some passengers from commercial to the Military Air Transport Service, using planes originally scheduled to haul cargo. Displaced cargo would wind up with the airlines.

The Air Force figures 2.9¢ per seat mile is 30% above previous commercial airline rates paid for hauling military passengers in contract flights.

Armstrong Whitworth is working on an STOL (short take off and landing) version of the turboprop Argosy Air Freighter.

Two Canadair CL-44Ds will cost Slick Airways $11,654,000 including spares. The airline has put $984,000 down. Another $1,199,000 will be paid on delivery. The balance is to be financed over five years.

Air Freight cartagemen are worried about pick up and delivery competition from the Railway Express Agency. Concern stems from the experiment which enlisted REA trucks for pick up and delivery at nine small cities on the system of Trans-Texas Airways. REA was used at these points because it was felt there was insufficient volume to justify a cartage contractor.

Cartagemen want no expansion of REA pick up and delivery activities. As a counter move, cartagemen will try to persuade limousine operators or taxicab companies serving small airport cities to take on the PU&D operation.

An aerial tractor with detachable containers compatible with sea, truck and rail transport systems has been proposed by Hackney-Airlift Associates. Called the STAR-Lift system (Sea-Truck-Air-Rail), the San Gabriel, California, firm proposes an arrangement which could handle 100,000 pounds of cargo in a series of containers eight feet wide and eight feet high. Length of the containers could range from 10 feet up to the maximum acceptable for trucks.

The aerial tractor, a high wing plane, could operate with or without the containers. Power plant for the plane could be pure jet, turbofan turboprop, or piston. Containers would have built in restraints, and can be pressurized and temperature controlled.

For small terminal operations, the aerial tractor would be equipped with hoists capable of lifting containers loaded with 20,000 pounds.

Introduction of the Canadair CL-44D next year is of real concern to the Air Freight Forwarders Association. The forwarders are not unhappy that the plane is coming, but feel it will bring some marked changes, particularly in rate making philosophy. The group will hold full membership meetings monthly, with regional meetings every other month. At the last West Coast Regional meeting, the CL-44 was the big topic of discussion.

Authorization for air freight forwarding is becoming tougher to acquire. Pending before the Civil Aeronautics Board are nearly three dozen applications. Many are applications from motor carriers and van lines. Several forwarders have attacked the trucker requests. Hearings are expected to be called before the authority requested is granted.

NEWS

Douglas Handling Study Covers Complete Cargo Cycle

An integrated air cargo handling system geared to provide maximum speed, range, cargo capacity, and economy has been developed in a study conducted for the Air Force by the Douglas Aircraft Company. The report is world wide in scope and covers the flow of air cargo from the moment it enters the delivery cycle.

The study, which has civilian applications, was sponsored by the Air Force in an effort to meet rapidly changing Department of Defense logistics requirements for air transportation.

The Air Force program is identified as "The 463L Materials Handling Support System."

Douglas tackled the Air Force problem on a system approach. Simultaneously, the unit load was considered in its many ramifications.

As defined by Douglas, the elements of an integrated air cargo system are: (1) customer requirements, or identity of the air cargo market, (2) cargo handling systems, (3) aircraft, (4) airport location and facilities, (5) freight terminal design, (6) cargo handling equipment-terminal to aircraft, (7) documentation, (8) communications, and (9) personnel.

In studying the identity of the Air Force market, Douglas found that most Air Materiel Command shipments had light weight and low density. A sample of 1.5 million line items revealed 90% of the shipments weighed 100 pounds or less. Density of 76% of the shipments was 15 pounds per cubic foot or less.

Over 30% of the shipments were consolidated, and moved by slower scheduled modes of transportation. The most popular method of sending the AMC shipments was parcel post which accounted for 67% of all shipments. Logair was second, handling approximately 10%.

Directionally, AMC sent 61% of its shipments eastward to European and adjacent areas, and 39% to the Pacific area.

The 463L loading system mentioned in the report was a combination of the Douglas rigid pallet-side guide rail system developed for the C-133, and the Brooks and Perkins aerial delivery system developed for the C-130. Pallet size is 88 inches by 108 inches.

The proposed system is compatible with Air Force cargo aircraft. It can also be adapted to a swing-tail jet or the Standard Operating Requirement (SOR) airplane.

In addition to system components, recommendations were made for use of: half size pallets measuring 54 inches by 88 inches; one-quarter and one-eighth size consolidation boxes; an expendable perishable food container and a reusable frozen food container at ¼ size module of the master pallet.

Under the Douglas proposal, cargo is controlled from origination in the Air Materiel Area, or the manufacturer where facilities permit, to final destination by a single machine readable document (the punch card) and a label. The card identified as the Transportation and Accounting Data card (TAD), would contain information on transportation instructions, label preparation, manifesting, accounting, and reporting. The cards would be punched at Air Materiel Area Depots and at other major sources of air cargo where errors could be held to a minimum.

Terminals in the Air Force system were studied to determine the reorganization made necessary by the introduction of master pallets and modular containers into the system.

Douglas met the problem of handling palletized loads between terminal and aircraft with a number of solutions, some new, some old.

Five new items of equipment were proposed: The mobile loader, the wishbone loader, a single pallet dolly, a 10,000 pound fork truck and an adjustable height trailer.

The old standbys, tugs and flatbed trailers equipped with roller conveyors, would still have application for specific jobs.

This is only the initial study. Douglas has been awarded a further contract to define service tests on these ideas.

The first definitive contract will define the testing area within four months for the Logair operation. A general Air Force logistics program will follow with Douglas setting up testing within 10 months.

The Air Force expects to have the Materials Handling Support System completely phased-in by 1964.

AA-GE Set Up Priorities For Radar Shipments

American Airlines and the General Electric Company have set up a program for priority handling and shipment of long-range radars. The plan is aimed at assuring receipt of required radar parts in the shortest possible time, so that installation work on vital radar sites in this country can be completed on schedule. The program for

E. J. Rogers and Bud Hunter of American Airlines look over a radar shipment with C. A. Herring (right) of General Electric. AA and GE have set up a system to expedite the vital units.

air shipment of the parts was worked out jointly by GE's Heavy Military Electronics Department and AA's district sales office in Syracuse, N.Y.

Claims Inspection Service Offered By N.Y. Firm

A firm which will check out claims on damaged air cargo and luggage has been formed to provide inspection services for the airlines.

Claims on damaged air cargo and baggage in the New York City area can now be checked out by a team of trained inspectors. Formed especially for airlines seeking to investigate damage claims, the new firm, Air Cargo Inspections Inc. of 92 Liberty Street, New York, employs a staff of special investigators with a thorough knowledge of air cargo.

Charges for a claim investigation are based on location. For instance, the firm would charge from $3 to $5 for an inspection of damaged cargo in Manhattan. The charge for an inspection at a more distant point, such as Westchester or Fairfield County, Conn. would range from $12.50 to $20. Additional charges are assessed for inspections involving high value or specialized equipment.

Robert Havenstein is president of the new firm.

More Airlines Sign REA Agreement

Eight additional airlines have inked agreements with the Railway Express Agency for handling shipments in coordinated air freight-surface express service to and from non-airport points. The carriers are: Eastern Air Lines, The Flying Tiger Line, Mackey Airlines, Mohawk Airlines, National Airlines, Northeast Airlines, Pacific Air Lines, and Riddle Airlines. Trans World, Delta and United airlines have previously signed the REA agreement.

The REA-airline link provides for a single receipt to shippers covering movement of air freight between airline cities and surface express between non-airline points served by Railway Express.

Shipments may be originated as air freight and delivered to final destination as surface express, or vice versa. Charges, either prepaid or collect, are a combination of the applicable air freight and surface express rates.

Cargo Sales Drive Opened By Pan Am

The single most important objective on the Pan American World Airways system over the next few months will be the development of cargo revenues.

This goal was driven home by a three-man team of top PAA overseas division sales executives during their recent series of around-the-world meetings with Pan Am sales managers. The sales conferences were held at Munich, Rome, Beirut, and Hong Kong.

The three Pan Am executives, Herb Milley, division traffic and sales manager, Paul Rennel, his assistant, and Bill Pocock, advertising manager, stressed that each of the carrier's overseas sales managers must personally concern himself with cargo sales and program time to permit active solicitation aimed at creating new cargo accounts.

At the meetings, Rennel pointed out that Pan Am carries 28.1% of the total North Atlantic passenger traffic but only 20.9% of all cargo traffic. Driving these statistics home, he said: "The realization of 28% of the total cargo traffic would in itself be a tremendous step forward in filling our DC-7Fs and would further substantiate the need for even more cargo lift than we have today."

TWA Offers Booked Space For U.S. Domestic Freight

A book air freight program which allows shippers to reserve space on 56 selected flights is being offered by Trans World Airlines. According to S. C. Dunlap, TWA's vice president of cargo sales, "Booked air freight is designed to provide an assured service to our domestic air freight customers through a more efficient utilization of space."

Initially, 21 major TWA cities have allocations of space available. The number of flights and the number of cities at which the priority service is offered will be increased as the airline's cargo program expands.

New Cargo Buildings Slated For Idlewild

Plans for construction of two new air cargo buildings at New York International Airport have been announced by The Port of New York Authority. The buildings, which will cost an estimated $2,864,000, are scheduled for completion in 1962.

Slated for addition to the airport's present air cargo center, the two new buildings will provide 125,000 sq. ft. of space for the airlines as well as ramps for 10 aircraft, loading platforms for 40 trucks and parking for 350 cars.

In making the announcement, PNYA chairman S. Sloan Colt predicted that cargo traffic at Idlewild, LaGuardia and Newark airports would reach 475 million pounds this year. He said this

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2nd Quarter North Atlantic Cargo Traffic

Cargo Flights

	AF	Air India	Alitalia	BOAC	Luft hansa	El Al.	Iberia	Irish	KLM	PAA	Qantas	Sabena	SAS	S&W	Swiss	TWA	Total
Eastbound	....	....	....	....	37	....	....	....	49	81	....	10	....	154	21	34	386
Westbound	....	....	....	....	37	....	....	....	52	80	....	10	63	99	24	38	403
Total	....	....	....	....	74	....	....	....	101	161	....	20	63	253	45	72	789

Freight (Tons)

Eastbound	301.5	11.0	107.5	341.5	426.2	51.0	24.5	18.6	854.5	1030.6	27.9	259.0	284.5	807.8	279.2	480.1	5305.4
Westbound	282.7	7.1	194.8	333.6	294.0	102.2	15.6	12.8	764.4	1331.9	7.8	260.3	333.0	771.1	273.9	393.6	5378.8
Total	584.2	18.1	302.3	675.1	720.2	153.2	40.1	31.4	1618.9	2362.5	35.7	519.3	617.5	1578.9	553.1	873.7	10684.2

Mail (Tons)

Eastbound	36.6	0.2	2.1	51.9	12.2	3.2	3.4	3.9	12.9	825.4	0.3	8.8	15.1	290.1	17.7	660.0	1943.8
Westbound	65.2	....	92.3	266.0	224.6	16.3	9.8	6.4	66.5	199.3	....	48.0	96.2	99.5	76.2	243.1	1500.4
Total	92.8	0.2	94.4	317.9	236.8	19.5	13.2	10.3	79.4	1024.7	0.3	56.8	111.3	389.6	93.9	903.1	3444.2

should climb to 780 million by 1965 and 1.3 billion by 1975.

Idlewild's share of this traffic was figured at 280 million pounds and was expected to climb to 450 million in 1965 and 830 million in 1975.

Colt noted that these figures were being reviewed for possible upward revisions in anticipation of introduction of new all-cargo aircraft.

Riddle Negotiating For DC-7 Fleet

A deal involving the sale of three Douglas DC-7Cs and option of four others to Riddle Airlines was in the final stage of negotiation at AIR CARGO presstime. If consummated, the transaction would represent the first resale on record of any airline DC-7.

The aircraft, which are being offered to Riddle by the General Aircraft & Leasing division of General Dynamics Corp., are DC-7Cs formerly owned by SAS and Swissair. The Miami-based all cargo airline decided on the 7s after a far-reaching analysis of every type of big transport now becoming surplus to passenger airline needs.

If the Riddle purchase plan is implemented, the airline will immediately convert the aircraft to a convertible passenger cargo interior, making them adaptable for use in transatlantic passenger charters.

Healthy 2nd Quarter Gain

Freight tons flown across the North Atlantic, in the second quarter of 1960, showed a healthy 6.2% gain over cargo carried in the first quarter. Eastbound, the transatlantic carriers flew 5305.4 tons. Westbound, 5378.8 were carried. Air France and Lufthansa showed the biggest gains.

Air France flew 584.2 cargo tons for a 22.6% increase over the 476.6 tons carried in the first quarter. Lufthansa racked up 720.2 tons for a 42.9% gain over the 504.1 tons flown in the previous quarter. The sharp climb in ton miles reflected the introduction, by Lufthansa, of all-cargo flights across the North Atlantic.

Midwest And Europe Linked By Pan Am Cargo Flights

Midwestern shippers can take advantage of two all-cargo flights a week from Chicago and Detroit to key cities in Europe. Scheduled by Pan American World Airways, the DC-7F all-cargo flights will give shippers in the area 32 tons of cargo capacity each week.

One of the all cargo flights leaves Chicago each Wednesday at 6 p.m.; Detroit at 8 p.m.; and proceeds from the New York gateway at 3 a.m. with stops in London, Frankfurt, Stuttgart, Munich, and Vienna. The other flight, scheduled each Friday, at the same time continues on from New York to Boston, London, Amsterdam, and Frankfurt.

New JAL All-Cargo Flights Begin This Month

New all-cargo service between San Francisco and Tokyo via Honolulu has been introduced by Japan Air Lines on a twice-a-week schedule. The service, scheduled to begin October 1, will be flown with two converted DC-6A freighters. Each aircraft has a 15,000 pound load capacity.

Currently JAL announced plans to convert two DC-7C aircraft for additional cargo lift. The DC-7s, which can carry 30,000 each, will go into service across the Pacific next February.

The converted aircraft will be used to meet the growing demand for JAL'S cargo service. Last year, the airline's cargo traffic increased 60%, producing a volume of 8,232,000 pounds and $3,590,000 in revenue.

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AIR CARGO
OCTOBER, 1960 Vol. 4 No. 10

Air Freight Is The Only Subject

Three-day cartage conference examines equipment, procedures, and theories for better air freight service in the air and on the ground

A PROMISE of sharply reduced air freight rates in 1961; a plea for more imaginative selling; and a display of materials handling equipment and related systems were the highlights of the Sixth Annual Air Freight Cartage Conference.

Held at Chicago's Edgewater Beach Hotel, the conference drew more than 200 representatives from cartage firms, airlines, and manufacturing companys.

According to Emery F. Johnson, president of Air Cargo, Inc., the new idea of exhibits was so well received that it will be included in the format of next year's conference. He said that the exhibit area will be enlarged so that more exhibitors may participate.

The conference opened with Emery Johnson speaking on "Air Freight's Horn of Plenty."

"Never have we had more to sell," he said. "Never have we been in a better position to service what we sell. And, to complete our trio of blessings, we seem to have demonstrated, by this time, that we fill a need with that which we sell."

"I believe that we have steadily and successfully been building a better 'mousetrap' in the form of our total air freight performance for the shipping public and now we do some wonderful things with it.

"Tonight, one of our air freight trucks can make a pick up from a manufacturer in Detroit; the airlines will fly that shipment to Norfolk where another truck can deliver it to the Naval Aviation Supply Depot when that facility opens tomorrow morning.

"This is but one of countless possible comparable illustrations," he continued. "Collectively they present a service pattern unmatched by any other form of transportation.

Past Conferences Helpful

"These conferences have been helpful in the past in meeting and resolving mutual problems relating to air freight service on the ground. Each year, we become a bit more skilled in many service areas, and I am sure the manpower and brains gathered collectively for this conference will find even further solutions to our constant need for new ideas, techniques and approaches as we sharpen our service performance concurrently with handling increased volumes," he said.

As was done last year, the conference went from its first general session into small-group conferences called Airline Workshops.

Eighteen airlines were represented at the conference. Each of these airlines was given a table where the cartage contractor with a complaint, a suggestion, or an idea could come for a frank, person-to-person discussion.

Last year this workshop idea worked well. This year it worked even better. In part, because there were more airlines attending—18 as opposed to last year's 12.

Cards-On-Table Talks

In addition to solving immediate, local problems, the airlines and cartagemen discussed, with cards on the table, door-to-door rates, and the effect of the Railway Express Agency's entry into air freight pick up and delivery service at nine points in the system of Trans-Texas Airways.

Most of the larger airlines felt that door-to-door rates were a good idea and agreed to support a door-to-door tariff if one could be developed. The airlines did want some assurance that the pick up and delivery charges, which would be a part of door-to-door rates, would remain stable. The cartagemen agreed. Some offered to sign a five-year agreement, although most of the discussion centered on two years.

So convinced were some of the cartage contractors that door-to-door rates would bring greatly increased volume to pick up and delivery service, they were willing to reduce PU&D charges.

Throughout the conference, the exhibit hall was open. As individual conferences were concluded, attendees would go over to the exhibits to examine the newest developments in such things as paperwork processing (Addressograph-Multigraph exhibit) or non-metal strapping (American Viscose).

EMERY JOHNSON

FRANK LYNOTT

JOHN THOMPSON

WALTER JOHNSON

One of the conference luncheons was served, buffet style, in the exhibit hall, and on the second morning, a coffee and rolls breakfast—making sure that everyone at the conference would view the exhibits.

Frank B. Lynott, executive vice president—operations for The Flying Tiger Line, speaking at luncheon the second day, promised sharp reductions in air freight rates when the Tigers introduce the Canadair CL-44D into scheduled air freight operations, next year.

Lynott predicted air freight would grow explosively in 1961.

"Pricing," he said, "is the catalyst of this coming explosion.

"However much the Tigers' policy has reflected emphasis on service in the past, let us never forget the fact that low rates is the real key to the break through we need to make air freight a major part of transportation.

"Now, while I will never be a party to poor, or haphazard service, I do insist that when the potential volume of freight we are talking about in the air freight breakthrough moves across this country in 10 to 30 days compared to the seven hours we will provide by air freight, we are wasting our time talking about service. If we have competitive rates, we can never foul up our service enough to cause a shipper real trouble . . ."

CL-44D Advantages

Lynott explained the many advantages inherent in the swing-tail, turboprop CL-44D freighter and said that while the operations department of FTL was working on the machine, the sales department was working on a tariff.

Research revealed quite clearly, he said "that if we choose to change our archaic general commodity type tariff to a class rate tariff, we could price our services from today's rates down to as low as six to eight cents per ton mile to get volume and load factor and at the same time control the mix so that our average return is in the 13¢ area."

This, he continued, is well below rail express and is in the top third of surface rates. At this level, our research people located over 40 billion ton miles of potential air freight before quitting the survey.

Then Lynott warned that the cartagemen were going to have a problem when the CL-44 was introduced.

"You have started to feel the pressure of jet service where it takes you as long to deliver a parcel as it did a jet to get it half way across the continent.

I want to emphasize this is nothing compared to the pressure you will feel on price.

"If we have a tariff of $5.00 a hundredweight, Los Angeles to Chicago on a commodity, how do you think a $4.00 pickup and delivery charge will go over?

"We cannot saddle the present tariff with door-to-door rates. Therefore you cartagemen get only 45% of the present air freight. However, if your decision can be as drastic as ours and if our competitors will modernize their freight fleets, as we hope they will, then door-to-door rates on these tremendous volumes are just around the corner."

Raytheon's Experience

John T. Thompson, general manager, Distributor Products Division, Raytheon Company, looked at air freight and its potential from a different angle.

Thompson recalled Raytheon's experience with the Unimarket concept which he said was working well.

Raytheon has recognized that a product has value only by being in the right place at the right time. To insure this in-place utility, Raytheon solved three problems simultaneously so that the entire United States could be served from Raytheon's Unicenter in Westwood, Mass.

The three problems: order communication time, order processing time, and transportation or delivery time.

By combining leased wire communications with punched card processing and air freight, Raytheon gives one day service out of a single warehouse to approximately 700 distributors located in all parts of the country. Regional warehouses have been, or are being phased out, saving something over $2 million.

Walter Johnson, senior vice president, marketing, for Capital Airlines, also took a different tack.

Walter Johnson cautioned against waiting for low rates. He recalled that forecast after forecast predicted a tremendous growth for air freight—if the proper airplane was developed which would allow reduced rates.

"We have to sell the service that we have now," Walter Johnson said. He applauded the Raytheon move and called for more activity of this nature, which he termed imaginative selling.

He noted that there were many plus factors in the record of air freight progress, but in the future, ground service, including the paperwork, will have to be

updated to match jet aircraft contributions to transportation.

He also warned that airline preoccupation with finding passengers to fill new pet planes would steal sales talent. But that the air freight selling job must be continued.

Sell service, he said. Do not run around with rate sheets trying to switch traffic from one line to another. Sell the distribution concept to top level management. They are the ones who make the changes in distribution systems.

A good part of the conference was given over to panel discussions of areas where cartagemen and airlines frequently encounter problems.

One panel, Cost Accounting and Records, was chaired by O. Horvitz, treasurer, Spector Freight System, Chicago, Ill.

Mr. Horvitz found attendees at his panel interested and willing to participate in the discussion.

Tailor Accounting Carefully

Principal points brought out at the discussion were: accounting which develops cost figures for the various functions must be tailored for each company; cost figures are needed to develop standards; good standards are needed, but standards must be examined frequently to be sure they stay good; machine accounting has many advantages and can be used by any sized business, if the businessman is willing to pay for it. It will not save money in accounting but it can provide information so that money can be saved in other areas.

When asked if he had it to do all over again would he have accepted the chairmanship, Mr. Horvitz said he would, "gladly. I learned something too."

The panel on Military Traffic was chairmaned by Col. J. W. Higgins, Director of Traffic for the Military Traffic Management Agency, Department of the Army, Washington, D.C.

Col. Higgins reported that his panel covered a wide range of subjects. Of considerable interest, he recalled, were household goods regulations. MTMA will have new regulations starting Dec. 1, 1960, which will be preceded by conferences by MTMA regional offices with shipping installations and carriers.

The new regulations will emphasize quality of service and cost of service to a greater degree than before. Only one Tender of Service need be filed—with MTMA rather than one with each shipping installation. Only a brief Letter of Intent need be furnished with each shipping activity.

The panel on the Contractors Advisory Board was handled by Paul Ohman, vice president, Sterling Cartage Company, outgoing board chairman. He reported that Paul V. Harris, of Harris Delivery Service, Dallas would be the new chairman. This panel had discussed at length with a great many different people the subject of door-to-door rates.

Ohman recalled that one airline had actually done considerable preliminary work in this area with the help of Air Cargo, Inc., and then had stopped. In reporting on Advisory Board panel discussions, Ohman said it appeared that the Board could serve as a clearing house for ideas of the contractors. He noted that each region was represented on the Board, and regional representatives could bring the ideas to the general sessions.

R. W. Williams, general manager, Mercury Air Freight, New York, reported that his panel, Freight Exchange and Handling might well have been called the 23% panel. This is the figure discovered by Drake, Startzman, Sheahan and Barclay, New York consultants, who examined air freight pick up and delivery service. DSSB said that 23% of a drivers time is spent at airports.

Williams said most of the discussion concerned itself with ways to reduce that 23%. Containerization is not yet the complete answer the panel found. Big containers, unless there is a tremendous volume, waste space. Little containers get lost, and a cartageman may waste time looking for lost containers.

Williams noted that in New York if delays at airline terminals become too bad the contractor can impose a waiting time charge. This should not be done before the airline has been contacted and given a chance to straighten things out.

In the exhibit hall, scales and materials handling equipment.

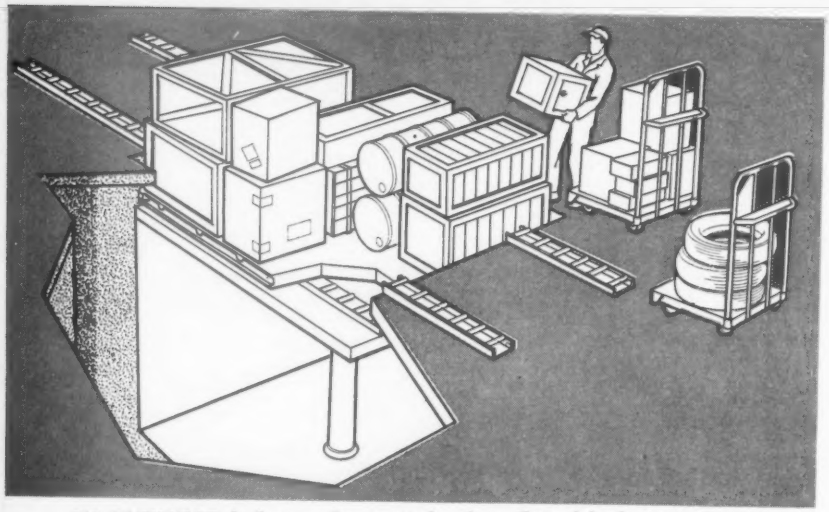
Full Reports Later

John Barulich, with the panel Service To The Public, discussed the different policies various airlines had. He asked that all attendees carry a report of the conference home, particularly for the local cartage committees. Most of these committeemen do not attend this conference, he pointed out, so they are unaware of decisions reached here.

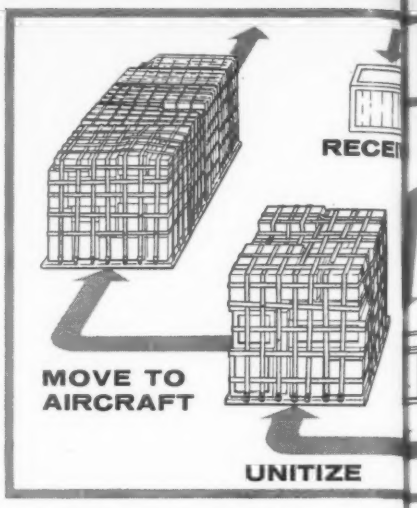
Full summaries of the entire cast of panels will be distributed by Air Cargo, Inc., Emery Johnson said.

As he closed the conference Johnson agreed that this had been the best conference. More people attended, and more ideas were exchanged more freely, he said.

Our conference, the only thing of its kind, fills a need, he continued, in that it helps us communicate with one another.



AN ELEVATOR built into the terminal floor keeps freight at a working level. As the palletized load grows, the entire unit is lowered into the floor.



AS LOCKHEED sees terminal functions, weighing facilities check incoming cargo

Lockheed's Adaptable Handling System

No major aircraft modification is necessary with this system which lets the terminal complement the plane.

By Donald J. Frederick

A MODERNIZED ground handling system that can be readily adapted to available equipment and terminal facilities has been developed by the Lockheed Aircraft Corporation. The system advanced by Lockheed's Georgia Special Products Division, can also be installed without major modification for use with all cargo aircraft currently in operation, or anticipated.

Vital to the Lockheed development are the airborne components of the system. These consist of cargo units—either pallets or containers—conveyor rails, installed in the aircraft, and restraint devices to tie down the cargo.

The theory is to unitize or combine individual packages and thereby cut handling and loading time.

Packages are gathered on pallets with a square "drop pan" base. Around the edge of this pan is a flange, which fits under the retention lips on the inside of roller conveyor rails installed in the aircraft.

By adding attach fittings to the aluminum "drop pan" base, the pallets can be easily converted into cargo containers.

Thus, the cargo container is actually a pallet with removable sides and top. The sides and ends are joined by means of interlocking fittings. These parts are of standard aluminum-faced sandwich material, reinforced with rolled or extruded aluminum members which permit the attachments of shelves, racks or hangers.

As a result, the Lockheed cargo unit can either function as the base of a container or as a pallet with cargo secured by nets.

In its latter role, the pallet is extremely flexible. Since the pan on the bottom of the pallet is square, the pallet can be loaded with its longest dimension running fore and aft or side to side. Pallets of different sizes can be intermixed or pallets of the same size can be loaded at right angles to each other.

Two Guide Rails

Once in the aircraft, the pallets are easily maneuvered on two conveyor restraint rails fitted with rollers. The rails run the entire length of the aircraft cargo compartment and restrain against vertical and side loads. Fore and aft restraint is provided by stops.

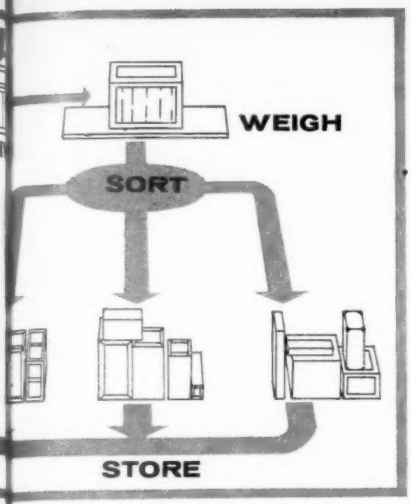
The rails can be quickly installed or removed with simple hand tools.

Lockheed found that a pallet with a loading surface of 82 inches by 76 inches could be used on most of the all-cargo aircraft flying today. For the large all-cargo aircraft of the future, the firm proposed a load deck size of 113 inches by 82 inches. Maximum stacking height was estimated at 102 inches.

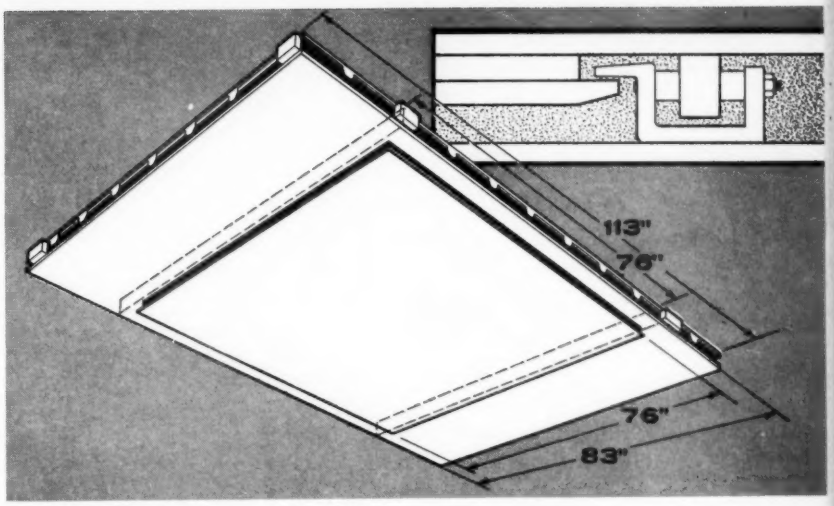
Lockheed estimates that unitization for 7500 lbs. of cargo results in an aircraft loading time of only four minutes, as contrasted to 23 minutes today for individual package handling.

Applying the system to the Lockheed Hercules turboprop air freighter, the company points out that the mechanical-palletized method would permit three flights each of 2.2 hrs. duration in the same period a manually loaded aircraft would make a single flight. Terminal time would be cut to 0.1 hrs. for loading and 0.3 hrs. for turnarounds compared to 3.7 hrs. to load and 2.2 hrs. to unload manually.

As an index of system weight, Lockheed also used the Super Hercules. Total weight of the airborne system came to 4455 lbs. The weight breakdown revealed: 10 pallets at 305 lbs. each, 10 nets at 70 lbs. each, conveyor restraint rails, rollers and tiedowns, 460 lbs., fore and aft load chocks, 40 lbs. and a crash restraint barrier, 205 lbs.



which is then sorted and unitized for loading onto aircraft.



THE SQUARE drop pan on the pallet mates with the aircraft rail section. Unit functions as container or pallet and is available in two sizes.

The Lockheed study is not limited solely to airborne requirements. The report also covers terminal and loading facilities.

In considering various terminal proposals. Lockheed favored a tow conveyor design to other conveyorized system layouts.

Packages on the tow conveyor are delivered to the unit build-up areas and positioned to allow an overall look at the entire load prior to build-up.

The cargo would move on small carts powered by an endless tow chain adjacent to the truck dock. Packages are pulled off the carts and piled in the unit build-up area.

Each cart handles a particular destination. The cargo can then be spot sorted and in some instances segregated by aircraft type, weight, or package construction.

Unitizing on the terminal floor is simplified by an elevator installation, designed to keep the loading surface at the most convenient working level. The pallet is placed on the elevator for loading and is level with the terminal floor. Cargo is loaded on the pallet in layers. As the stack grows, the elevator is lowered into the floor. The top of the load is always kept at a convenient working level. When the loading job is completed, the elevator is returned to floor level, and restraining nets or container walls are adjusted to secure the load to the pallet.

Among the advantages cited by the report for the tow conveyor terminal system were: live storage of freight on the carts, large dead storage capacity, convenient sorting (since each cart represents only one destination), provision for load staging prior to pallet build-up, and a clean floor area for greater flexibility.

Estimated Costs

Cost of the tow conveyor system was estimated at $85,000 in equipment costs for a 20,000 sq. ft. area. Cargo would be handled at an operating cost of 24¢ per 100 lbs.

In contrast, the report predicted a sharp increase in cost for a straight conveyorized system. Costs were guesstimated at $200,000 in equipment for a 25,000 sq. ft. terminal area. Higher operating costs would run 26¢ per 100 lbs. handled or 2¢ more than the tow conveyor terminal.

Lockheed feels that the straight conveyorized system would be faster than the tow conveyor method, since all live storage takes place on the conveyor line. However, this advantage is offset by a low overall storage area and the lack of manual operation facilities if the system failed.

The study envisions two basic methods of loading—dock handling which requires positioning of the aircraft at the terminal dock and the vehicle system which in effect takes the dock to the aircraft.

The report notes that the airfreighter of the future will require more accurate alignment with fixed loading equipment to allow maximum use of cargo space.

At a large air freight installation, the study calls for a mobile dock. This dock, riding on rails, would be able to carry a whole airplane load from terminal to aircraft. The mobile dock was singled out for loading low floor aircraft.

Power to move cargo on the mobile dock would be supplied by a loading bail which would have the capacity to move whole trains of pallets in or out of the airplane during a load cycle.

In the case of high floor aircraft, a scissors lift equipped with conveyors would be operated from the mobile dock.

At more remote stations, the vehicle system comes into prominence. Fork lift trucks or platform lifts can be shuttled between a small terminal and the aircraft to facilitate loading. Alternate suggestion was to place the loaded pallets on carts and use a lift device for loading.

Aircraft Loading Chart

Aircraft	Pallet Size (Inches)	Complement (No. Pallets)	Palletized Vol. (Cu Ft)	Payload (Lbs)
C-130	83 x 113	6	3275	38100
Super Hercules	83 x 113	10	5491	77400
DC-4	76 x 82	6	1188	18400
DC-6A	83 x 113	5	1870	31000
	76 x 82	8	1832	
DC-7F	83 x 113	6	2244	33500
	76 x 82	9	2061	
749	76 x 82	7	1484	28000
1049	76 x 82	10	2120	34000
CL-44	83 x 113	11	3762	65300

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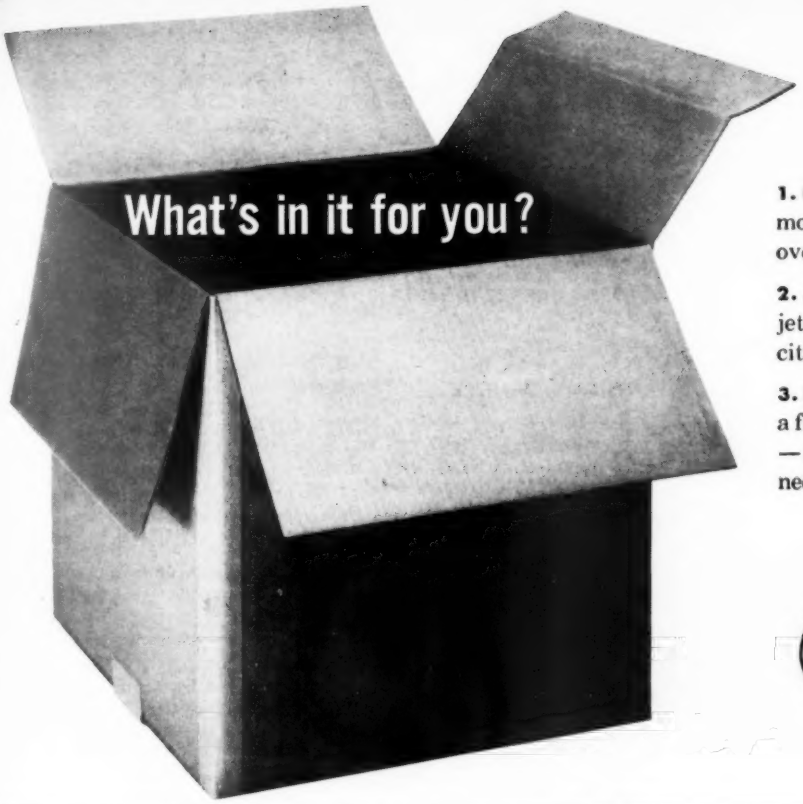

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Capacity Shapes BEA Plans

British European Airways believes cargo planes will protect the saleability of the rapidly increasing cargo capacity in passenger planes

By ANTHONY VANDYK

FREIGHT POLICY is discussed in some length in the Report of British European Airways for its 1959/60 financial year which ended on March 31, 1960. BEA believes that the next few years will see a large new development in European air freight traffic.

Shippers in the United Kingdom and in Continental Europe are becoming much more aware of the advantages offered by air freight services, the report asserts. This new "air-freight-mindedness" was a material factor, BEA believes, in creating the 28% increase in freight ton miles achieved by BEA in 1959/60.

BEA's international freight ton miles increased by 25% in 1959/60 compared with an increase of 17% in 1958/59 and with an average increase of 20% for the major European carriers in 1959. The largest increases were on the routes to Milan, Malta, Nice, Copenhagen and the short routes between Britain and Continental Europe. Viscount 802 freighters were used to an increasing extent and all-freight services carried 36% of BEA's international cargo compared with 35% in 1958/59.

Traffic Approaches Balance

The relationship between export and import freight improved still further compared with 1958/59—export 56%, import 44%. If newspaper traffic—which is mainly export traffic—is excluded from the figures, there is a balance of export and import freight. But one-way newspaper traffic still presents a problem in balancing imports and exports, particularly on certain routes, BEA notes.

In 1959/60 domestic freight ton miles increased by over 50%, mainly as a consequence of the introduction of a new nightly all-cargo service between London and Manchester and Glasgow. The introduction of this freighter service provides an important feeder operation for international traffic from points within the United Kingdom to continental destinations using freight outlets from London.

The factor that will dominate BEA's policy in the next five years in the freight field is the vastly increased capacity which will be available on passenger services. The Vanguard and, to a lesser extent, the DH121 Trident jet, have large under-floor holds. At a 70% passenger load factor, these planes will be capable of carrying a maximum of 4½ tons and 2½ tons of cargo, respectively.

It is estimated that in five years time, BEA will be producing annually more than 100 million ton-miles of cargo capacity on passenger services. This figure can be compared with a total of 15 million ton-miles of freight carried in 1959/60 on all-cargo services as well as on passenger services.

Not all of this cargo capacity is readily saleable, BEA notes. Some of it will be produced on routes on which there is little freight demand, and loading restrictions may further reduce its saleability. But, making allowance for these limitations, the fact remains that BEA will be producing very much more cargo capacity on passenger services in the next few years. "Our freight policy must, therefore, be aimed primarily at maximizing the sale of this by-product," BEA asserts.

Despite the very large increase in cargo capacity on passenger aircraft, it is apparent that BEA will continue to require a small fleet of all-cargo aircraft, the report states.

This requirement arises from two considerations. First, the desirability of being able to carry all types of freight, including consignments too large, or otherwise unsuitable, for passenger aircraft. Second, the need for freight outlets on certain routes at times, particularly at night, when passenger services would not normally be scheduled.

If BEA fails to provide freight outlets at these times it will lose traffic to competitive carriers, air and surface, and, because it is not providing a comprehensive freight service, will find it difficult to attract traffic to fill the other capacity which it has available.

In additon to these commercial considerations, there is also a strong case for BEA having a specialized freight aircraft so that it can develop the handling and loading techniques which will be essential for future large-scale freight operations. From this point of view, there are attractions in having a specialized freighter with front or rear end loading doors.

Argosy Under Study

BEA is giving serious consideration to the Armstrong Whitworth Argosy. However, the capacity of this aircraft may prove to be too large for BEA's requirements, and it may be more economical for the airline to convert a number of Viscount 800s to a cargo configuration.

The BEA report adds: "It might overcome many of the economic problems of all-cargo operations if we had a Viscount aircraft which is readily convertible from freight to passenger operations, but there are practical disadvantages to this solution."

BEA's report says that mail ton-miles carried on international services showed a reduction in 1959/60 of 2.2%, though this reduction was confined to the 5 winter months and mainly due to the decrease in Armed Forces mail to Cyprus and the Middle East. The revenue rate for second class and parcel mail was reduced by 20% under an agreement between IATA and the Universal Postal Union effective April 1, 1959. This rate reduction has almost entirely been offset by an increase of 17½% in the volume of parcel mail carried in 1959/60 compared with 1958/59. BEA's domestic mail ton-miles increased by 5% during 1959/60.

Aircraft Supplier Aids Shipper

A pick up, pack up, document and delivery service for the traffic manager

A DIRECT EFFECT of the air age on freight handling is illustrated by the organization early this year of a new Packing and Freight Division of Aircraft Dynamics International Corp.

The firm had built a reputation as a spare parts supplier to many leading airlines; this operation involves inventorying a great variety and quantity of parts, in depots throughout the world, and delivering a fuel pump or propeller anywhere on the globe considerably faster than the average distributor. Considering the cost of $280.00 an hour to keep a jet airliner on the ground, the need for speed in parts supply is evident. The Aircraft Dynamics system requires a skilled management team thoroughly familiar with not only the aircraft supply business, but with expediting procedures, air freight details, packing, warehousing, and other freight forwarding know-how.

With this background, it was a short step for the company to service outside firms that wanted efficient handling of world-wide deliveries, according to Philip Bradford, Aircraft Dynamics' president and board chairman.

"Once our reputation was established for speed and efficiency in global aircraft parts deliveries," explains Mr. Bradford, "we began receiving calls from airlines and their freight clients to pack and forward their own material. We did this on an accommodation basis for a while, but then these requests increased. It became a question of turning them down or going into business to handle them. We went into business."

The 'business' became the Packing and Freight Division of Aircraft Dynamics. It's an unusual department, and not only because of its affiliation with a parent company in the aircraft supply industry.

A Confusing Complex

"As long as we were going into a new venture," Mr. Bradford says, "we did some investigating. We found that freight forwarding, packaging, and special handling was a complex, confusing maze of small companies which 'farmed' out work to one another by means that spelled higher costs to the shipper.

"A company that had some special equipment for delivery in Paris, for example, had to worry about packing it, trucking it to the dock or airport, shipping or flying it overseas, then trucking it to its destination. Add up the man-hours of administration for this one shipment, and you can see what these companies have been up against; they've had to deal with packers, craters, truckers, and shippers or airlines, or turn it over to an expediter.

"Now, expediters are specialists; they'll handle one group of commodities or certain types of goods, but not others; so a company must often deal with many expediters to handle various types of freight: stock in trade, machinery, office furniture, files. Besides, the expediter is tying together five or six service firms; control is indirect and weak, and each job is brand new for each of the forwarders and packers."

What was needed, continues Mr. Bradford, was a company that could perform all services itself, under one roof. All shipping documents would then be centralized, and control would be secured. Aircraft Dynamics established its new division to meet this requirement. But it went beyond this phase of packing and shipping.

There was another shipping need that could be met by an alert freight department: consolidation and redistribution. With its ample warehousing facilities for spare aircraft parts located at critical air and sea terminals, the new division was in an excellent position to break down bulk shipments of producer's goods for redistribution, via drop shipments, to the manufacturer's accounts in large metropolitan areas.

As a result of incorporating these varied services, the division evolved into four departments: consolidation-distribution, air and ocean freight forwarding, warehousing, and Jet-Pak custom packing service.

To supervise the varied departments of the Packing and Freight Division, Mr. Bradford named Jack Dicker as head of the division, with the title General Sales Manager. Although Mr. Dicker's primary concern is sales, he finds that many of the basics of freight forwarding learned in the leather industry can be applied to other types of merchandise.

"Centralization of control and double-documentation are two of the important keys to our operation," explains Mr. Dicker. Under the division's system, every work order and shipping document is processed through a central control office that can instantly locate a job and tell the client in what stage of the shipping procedure the freight is located.

The Jet-Pak Services, featuring custom protective casing to insure secure arrivals, already has effected some startling efficiencies among the division's clients. The Columbia Broadcasting System, for example, has eliminated the carpentry shop it formerly used for freight packing and has turned over all packing and freight forwarding to Aircraft Dynamics. American Machine and Foundry also has assigned special shipments to the new division.

The consolidation-distribution department handles international and domestic air and ocean freight, and local deliveries from bulk goods broken down in the division's warehouse. Mr. Dicker reports that companies in diverse fields such as toys, shoes, appliances, electronics, and business forms have used the services of this department to good advantage and at considerable saving.

Two Services In One

The division dovetails consolidation-distribution with warehousing. Combining the services of these two departments," Mr. Dicker says, "A shipper can have us draw his goods as needed from our warehouse, and have us drop ship to his accounts: our warehouse becomes his distribution depot. For example, this enables a shipper from the West Coast or the Midwest to compete on much more equitable terms with his competitor in the East for distribution in the Eastern states."

Assisted by Edward Neus, operations manager for the division, Mr. Dicker is organizing a shippers association with Aircraft Dynamics as its charter member. Under the provisions of Plan III of the Transportation Act of 1958, the non-profit association will consolidate members' freight on a co-operative basis. This will enable members to increase sales territories by lowering transportation costs from any point in the country to any other point around the globe.

Summing up his division's operation, Mr. Dicker says: "We pick it up, pack it, book it, document it, deliver it. The traffic manager picks up the phone and calls us; we take care of the rest."

Don't Separate Weighing From Cargo Handling Systems

By MACK RAPP
Vice President
Detecto Scales, Inc.

IN NO OTHER industry is the need for understanding weighing equipment as pronounced or as urgent as in the airlines industry—both in passenger and cargo traffic.

It has been stated that in many installations throughout the country, scales are being used which are very little different from those in use at the close of World War I. I would like to soften that statement by saying: "Certainly little different from the type of scales and the way they were used at the beginning of World War II."

This, in spite of the fact that there have been many, many changes in weighing equipment. Equally important, there has been a change in philosophy. Scales are regarded now, not as something separate, but as integral values in a complete system.

In the air transport industry, in some peculiar fashion, scales are rarely given any prime consideration. They are usually thought of as one of the necessary evils and are handled in that manner. Scales are given last consideration, or considered only when it becomes necessary.

This causes many basic errors in approach. Two crop up over and over again, and are inexcusable.

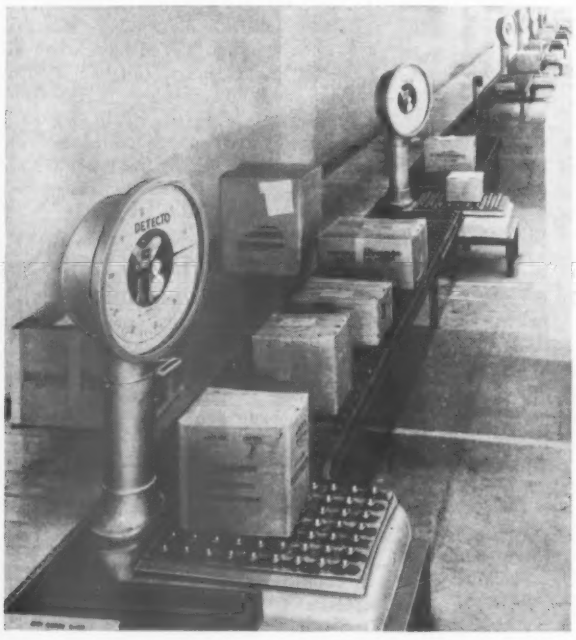
First, scales are considered as simply scales. The buyer or engineer (frequently both) specifying the scale does not give proper consideration to the fact that there are literally hundreds of models. Nor will it be recognized that the scale manufacturer knows what he is doing in providing a specific model for a specific job. The error is further compounded by the fact that even in an individual model, there are modifications and variations which add to the complexity of selecting the right scale for the job.

The second error, specifically relating to air cargo handling, consists of thinking of scales as unrelated to a complete system. In other words, the second error simply tacks the scale on to a system, instead of visualizing weighing, materials handling and data processing as one complete, integrated system.

The result of this piecemeal thinking is not only expensive, it is enormously time consuming. Each facet of the materials handling operation is considered separately; each one found inadequate after a lapse of time; and each one up-dated separately to keep pace with the operation as a whole so that the total operation can function at maximum efficiency.

Fortunately, there are enough good scale people in the field with a solid background of materials handling to properly service the larger, over-all view that has prevailed in more established industries. It is this over-all view that must be accomplished in the airline industry.

The air transport industry has as one



LEFT: Bench scales as an integral part of a roller conveyor system. Platforms are equipped with multiple ball transfers.

RIGHT: Scale with weight printer attachment integrated into a conveyor system. Scale operator weighs and records the weight of each shipment.

UMI

of its main requirements in materials handling, the factor of speed. Frequently, in terms of cargo or passenger baggage, the amount of material to be processed at a given time cannot be spaced out. This "all or nothing" characteristic of air transport is at once its reason for being and the crux of the problem.

The problems of air cargo handling will become even more acute as more and more large passenger aircraft are converted into cargo planes, and as the airlines intensify air freight service programming in anticipation of handling more bulk than has ever been handled before, with a greater network of cargo terminals throughout the country.

In anticipation of all this, many materials handling problems were investigated. Many of the systems in use were found to be pretty good. Many, however, were found to be open to discrepancies or errors from human frailty due to lack of proper tools and the lack of integrating into the system some of the values of proper weighing equipment.

Scale Is Focal Point

Nonetheless, it has been recognized that the focal point is the scale, and the weighmaster or the scale operator has become a one man catch-all for many of the operations. He checks the airbill; he individually weighs each item; he adds the weights and the number of items to the airbill; and he must be consciously aware of time, efficiency, accuracy and other values.

It can be easily visualized that a properly conceived operation, utilizing the correct equipment, will remove the onus from the scale operator and allow for better record keeping and flow control.

Proper equipment could achieve a printed record of each shipment, in terms of shipper identification; weight of each item; progressive numbering of the total number of items in each shipment; and the total weight of the pieces making up each shipment; plus the total count, and other similar items —and do this all, automatically.

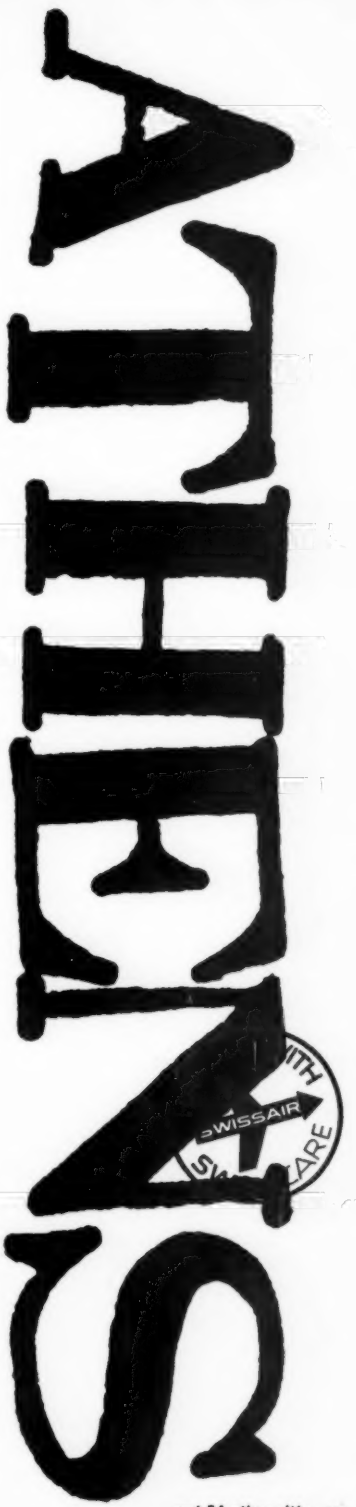
Typical Weigh-in System

It is no problem to describe a typical cargo weigh-in system, making allowance for the roller conveyor to deliver the parcel to the scale. It would be something like this:

1. The parcel comes onto the empty scale and stops.
2. The scale pointer stabilizes and the weight is translated into a digital output by the digitizer installed on the printer mechanism attached to the dial.
3. As soon as the motion detector has delivered its impulse and the weight has been "frozen" in the motion recorder, a light will appear indicating "weighing completed" conditions.
4. The operator now may push the parcel off the scale and when the dial pointer reaches zero, the weight will be entered from the digitizer into the remotely located adding machine.
5. The scale now will be cleared to receive the next parcel. A signal to bring on the next load will be delivered by a gong or bell, in conjunction with going out of the "weighing completed" light.

At the completion of each shipment, the scale operator will return the weighbill with his signature as a receipt to the truck driver and verify the total weight originally entered on it, and the number of parcels, by calling the dispatcher and receiving from him information of the totalized weight and the totalized piece count which has been obtained from the adding machine.

This is an approximation of a materials handling solution in which proper cognizance is taken of the many tools available. But, the ramifications are endless, the variables many. There is no such thing as a pat solution to a given problem. But it is important to recognize that without the problems of the past there would not be the means to better and more efficient materials handling today.



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Minimum Air Freight Rates Subject of New CAB Study

A fresh look at minimum air freight rates has been called for by the Civil Aeronautics Board. In setting up the study, the Board frankly admitted that it did not know whether continuance of the present rates was essential to prevent unsound economic conditions.

There are strong indications that the move may develop into the first full blown study of rates, since the Air Freight Rate Investigation of 1948. It was the 1948 investigation that set a floor for air freight rates at 16¢ per ton mile for the first 1000 ton miles and 13¢ per ton mile for each additional ton mile. Later these rates were modified.

Possibility of expanding the proposed minimum rate investigation into a full scale study akin to the late General Passenger Fare Investigation was hinted by the Board in these words: "As stated, the purpose of this investigation is to ascertain whether the existing freight rate order should be modified or revoked and, if modified, in what manner. Any modification of such orders may involve issues as to both the rate level and structure to be established by regulation. To the extent that any modification of such orders conflicts with existing rates or charges, the lawfulness of such presently published interstate air freight rates and charges (except those to or from points in Alaska or Hawaii) is in issue herein."

The new rate investigation was precipitated by a number of factors. Foremost is The Flying Tiger Line. It has been known for some time that the carrier will file with CAB, a tariff proposal encompassing new low rates for introduction in conjunction with its new CL-44 turboprop freighter. In addition, CAB has given some credence to the theory that "suitable cargo aircraft, cargo rates, and the movement of traffic may be, to a considerable degree, interdependent . . ."

Immediate reaction was forthcoming from the Flying Tiger Line's president, Robert W. Prescott, who welcomed the Board's investigation. He described the CAB action "as an important step toward establishing a lowered realistic rate structure, key to the air freight future."

Civil Aeronautics Board has invited interested parties to submit their views on whether the existing minimum rate orders shall be modified or revoked, along with a summary of data and arguments. The Board is also soliciting views on whether a public hearing should be held at this time. Deadline for filing with the Docket Section of CAB is October 14. An original and 19 copies of each submittal must be filed.

Vast New Route Awards Voted LCA and NOR

Sweeping new route authority has been awarded North Central Airlines and Lake Central Airlines in the Civil Aeronautics Board's Great Lakes Local Service Investigation. Lake Central was given entry into 15 new cities, including Washington, D.C. and Baltimore, Md. North Central's operation was increased by some 1267 route miles in what the carrier's president Hal N. Carr described as "the most lucrative route award our company has ever received."

Cities certificated to Lake Central for the first time were: Washington, D.C.; Baltimore, Md.; Charleston, Morgantown, Clarksburg, Fairmont, Elkins, Parkersburg, and Wheeling, West Va.; Jackson, Mich.; Akron, Canton, Sandusky and Marietta, Ohio; and Columbus, Ind.

Specifically the Lake Central award includes: (1) permanent authority to serve a route between Detroit and Pittsburgh, via Toledo, Sandusky, Cleveland, Akron/Canton, and Youngstown, Ohio; (2) permanent authority between Charleston and Pittsburgh, via Elkins, Clarksburg/Fairmont, Morgantown, and Wheeling, W.Va.; (3) permanent authority to serve a route between Erie and Pittsburgh; (4) five year certification between Columbus Ohio and the co-terminals of Washington, D.C. and Baltimore, Md., via Zanesville, Ohio, Wheeling and Morgantown; (5) a five year certification between Cincinnati and the co-terminals of Washington, D.C. and Baltimore, via Portsmouth, Ohio, Parkersburg/Marietta, Clarksburg/Fairmont, and Elkins; (6) five year certification between Grand Rapids and Columbus, Ohio, via Jackson, Michigan, Toledo and Mansfield, Ohio; (7) an Indianapolis-Dayton-Columbus, Ohio route, extending both to Cleveland, via Mansfield, and to Akron/Canton; (8) a route between Chicago and Terre Haute, via Danville, Ill., and extending to either a) Indianapolis, b) Cincinnati, via Bloomington and Columbus, Indiana, or c) to Evansville.

The vote on the extensive Lake Central awards was 2-1 with Vice Chairman Chan Gurney voicing a strong dissent. Board Chairman Whitney Gillilland and Member G. Joseph Minetti cast the affirmative votes. Members Alan Boyd and John Bragdon did not take part in the decision.

Gurney attacked the Lake Central award on grounds that it makes the local airline a regional carrier through the heaviest populated part of the U.S.

"Not only," Gurney said, "does it make Lake Central a regional carrier in a very heavily populated section of our country as contrasted with the long lines of Western local service carriers in an area of comparatively sparse population, but it extends Lake Central into the territory that can best be served by Piedmont Airlines . . . I see no justification for extending Lake Central into an entirely new territory, namely, West Virginia, where Piedmont and Allegheny are already established, and bring them as far east as Baltimore/Washington, so far from their home base of Indianapolis, Ind."

The extension of Lake Central into Washington, D.C. was singled out by Gurney as being "completely unjustified."

North Central Airlines was awarded two new segments for an indefinite period between: (1) the terminal Sault Sainte Marie, Mich., and the alternate terminal points Chicago and Detroit via the intermediates Pellston, Traverse City, Manistee/Ludington, Cadillac/Reed City, Grand Rapids, Benton Harbour/St. Joseph, Alpena, Saginaw/Bay City/Midland, Port Huron, Flint and Pontiac, Mich., (2) the terminal Detroit and the terminal Cleveland.

In addition, NOR was authorized for five years over a new segment between the terminal Escanaba, Mich., and the terminal Saginaw/Bay City/Midland, Mich., via the intermediate Traverse City. The airline's present segment No. 2 (Milwaukee-Hancock/Houghton, Mich.) was amended by redesignating the terminal Milwaukee as an intermediate and permanently extending the segment beyond Milwaukee to the terminal Chicago. The airline's segment No. 6 (Detroit-Hancock/Houghton) was amended by adding Muskegon, Mich., as an intermediate between Grand Rapids and

Green Bay and permanently extending the segment beyond Muskegon to the terminal Milwaukee.

Both North Central and Lake Central were authorized to conduct skip-stop services over the new routes and extensions, subject to certain restrictions which were made part of their certificates.

Allegheny Airlines and Piedmont Airlines received minor awards in the case.

Allegheny was authorized to fly one stop service between Pittsburgh on the one hand and Washington, Baltimore and Buffalo on the other. Piedmont was cleared to fly nonstop between Pittsburgh and Huntington, W.Va. In addition, Frankfort, Ky. was added to Piedmont's route.

Several trunklines were affected by the decision.

American Airlines was permitted to drop service to Clarksburg, Elkins, and Parkersburg, W.Va.

Capital Airlines authority was terminated at Clarksburg, Morgantown and Wheeling, W.Va., Erie, Pa., Cheboygan (Pellston), Sault Sainte Marie and Traverse City, Mich.

Trans World Airlines was allowed to drop service at Morgantown and Wheeling.

Decisions in the case will become effective November 11.

TRC Mail Application Rejected By Board

An application by Trans Caribbean Airways for nonsubsidy mail authority between New York and San Juan has been turned down by the Civil Aeronautics Board. The Board ruled that the record did not show a public need for the proposed mail service. In the Agency's own words: "authorization of Trans Caribbean would result in diversion from presently authorized carriers without offsetting public benefits."

As sole dissenter, Board Member G. Joseph Minetti felt Trans Caribbean should have received the mail authority based on "evidenc of record, the position of the Postmaster General, and prior Board decisions."

CAB Moves To Modernize Administrative Processes

A series of changes designed to speed up the regulatory process are being gradually introduced at Civil Aeronautics Board. The attack on the Board's internal lag has gained its chief impetus from the Agency's Chairman, Whitney Gillilland, who is determined to straighten out CAB's administrative processes.

Other spurs have been applied by the Budget Bureau, which in conjunc-

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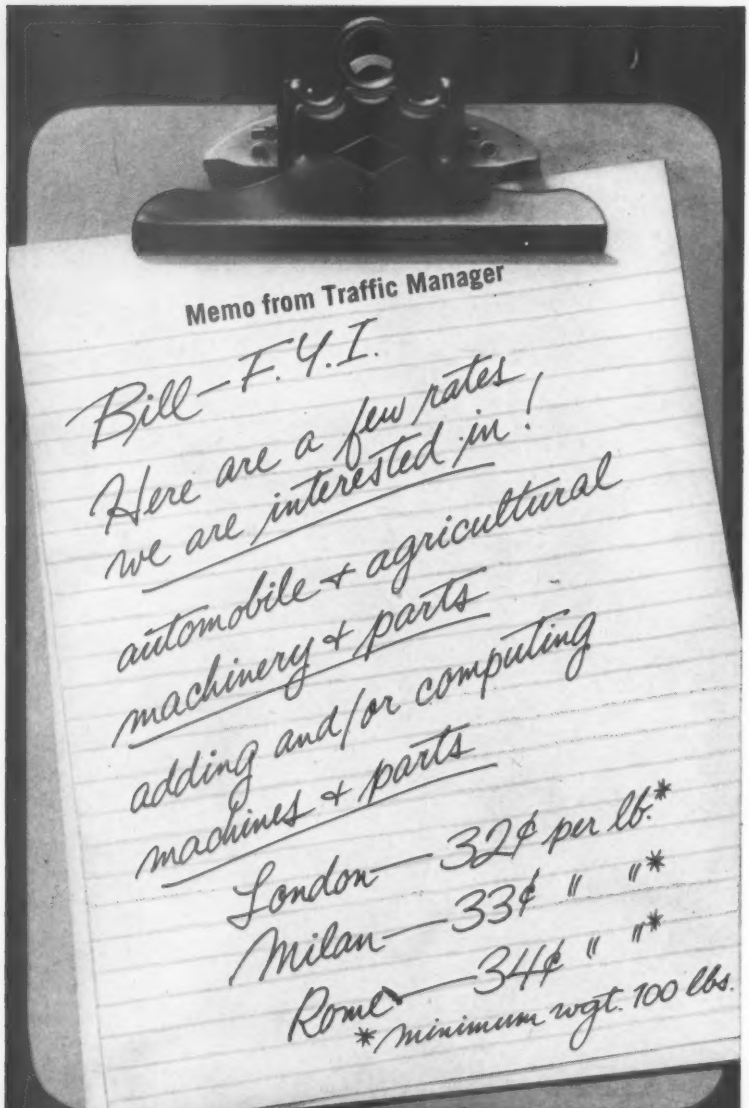
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tion with an independent management consultant firm, McKinsey & Co., is due to submit a formal written report on CAB administrative matters October 1.

According to the Budget Bureau, the broad objective of its study is to "evaluate the current organization and administration of the Board, not including public policies administered by the Board, and to recommend improvements." The study will make specific recommendations on: (1) improvements for more efficient use of personnel; (2) changes in the role of the chairman and Board members to free them from routine matters so they can devote more time to formulation of policy and administrative leadership; (3) the opportunities to expedite cases; (4) more effective methods of forecasting workload requirements and personnel needs in certain areas; and (5) statutory requirements which could be changed to improve speed of handling without removing protection to the public.

Although CAB will not be required to implement any of the Budget recommendations, it is certain that the report will carry great weight.

Meanwhile, under the direction of Gillilland, the Board has been moving ahead on its own accord. Several changes have taken place over the last few months.

Board members have been assigned, in special cases, to oversee the opinion writing process.

Accounting specialists have been assigned to hearing examiners in complicated cases in order to put numerical data into shape so the examiner may deal more easily and speedily with it.

Five-man Board executive sessions have been called more frequently so that top level views may be exchanged.

CAB-industry meetings have been increased to acquaint members with industry problems.

Robert C. Lester, former legal assistant to ex-chairman James R. Durfee, has been appointed to the long vacant post of Board secretary.

The number of staff members allowed to attend Board meetings has been cut. Where formerly various staffers were allowed to sit in on Board discussions, now section heads represent the divisions.

Other areas which are due to get special Board attention are route applications, many of which have been pending for years, and exemptions.

Expressing his views, Chairman Gillilland told AIR CARGO that there is no cut and dried formula to expedite the work of the Agency, but the Board is making efforts to look at areas which cause delays and to change them. Other such changes, he indicated, will be coming up soon.

Military Mail Flown On New Transpacific Rate

Ordinary military mail to Pacific areas is now being flown by commercial airlines instead of the Military Air Transport Service. It is moving out of San Francisco and Seattle on all-cargo flights of Pan American World Airways and Northwest Airlines, under a 27.3¢ per ton-mile rate approved by the Civil Aeronautics Board.

This ordinary mail includes official Department of Defense traffic, plus a small amount of personal mail to military personnel at overseas locations where surface shipping is infrequent. No mail presently carried by ships will be diverted under the new procedure.

DOD spokesmen said diversion of Pacific mail to commercial carriers is the second step in a program to stimulate modernization and expansion of the U.S. air cargo industry, as advocated by President Eisenhower. Military mails will be phased into commercial service gradually over a four-month period, reaching a peak on December 1960. An estimated 4300 tons will move from the two West Coast ports to the Pacific area and the Orient each year. This is in addition to about 3000 tons per year of higher priority airmail which has moved commercially in the Pacific for the past six years.

Military mail has been moving over the Atlantic under the same procedure since last summer.

CAB BRIEFS

T.A.I., French Airlines, has received an amended foreign air carrier permit authorizing air transportation "from a point or points in New Caledonia/Tahiti/Bora-Bora, on the one hand, and Honolulu, Hawaii/Los Angeles, on the other."

Southern Airways has received temporary exemption authority to fly between Memphis, Jackson and Nashville, Tenn. At the same time, Southern was cleared to serve Jackson through the use of McKellar Field Airport.

Trans-Texas Airways has been authorized to temporarily suspend service at Fort Stockton and Marfa-Alpine, Tex. until ninety days after final decision in the Southwestern Area Local Service Case.

The Flying Tiger Line has received permission to provide truck service to Albany, New York through the additional use of the Broome County Airport at Binghamton, New York.

United Air Lines has been allowed to suspend service temporarily at Cheyenne, Wyo. until 90 days after final Board decision on the carrier's request to terminate its authority to serve the point.

CAB CALENDAR

OCTOBER

Oct. 3—Southwestern Area Local Service Case, hearing, Dallas, Tex. (Docket 10758 et al).

Oct. 10—Southwestern Area Local Service Case, hearing, Amarillo, Tex. (Docket 10758 et al).

Oct. 13—Seaboard & Western Airlines Enforcement Proceeding, hearing, Washington, D.C. (Docket 11183).

Oct. 24—Wyoming-South Dakota- Chicago Air Investigation, hearing, tentative (Docket 11042 et al).

DECEMBER

Dec. 5—Resort Airlines Suspension of Service and Transfer of Resort's Certificate to TRC, hearing, tentative (Dockets 10787 and 11610).

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CARTLIDGE

James J. McNulty and **John C. Emery, Jr.** have been elected to the board of directors of the Emery Air Freight Corp.

McNulty joined the firm shortly after it was organized and is holding down the slot of vice president-operations. Emery has been associated with the firm since 1946 and is vice president-sales.

T. Gilbert Dunkin has been appointed assistant manager, sales engineering by Canadair in a move increasing emphasis in the cargo aircraft field. Dunkin will concentrate on presenting the operational economics of the CL-44D swing-tail freighter to cargo-carrying airlines and other potential customers. Before joining the Canadian aircraft manufacturer, Dunkin was associated with Aircraft Limited.

F. G. Cartlidge has been boosted to Eastern general traffic manager for the Colorado Fuel and Iron Corp. He will control all of the firm's eastern traffic. **T. W. Sandhoff** was advanced to Cartlidge's previous post as traffic manager for Colorado Fuel's John Roebling's Sons Division.

Harold E. Shipley, director of advertising and promotion of the Railway Express Agency, has been advanced to the new post of eastern regional marketing manager. At the same time, **David E. Fackler,** formerly advertising and sales promotion manager of the Ozalid Division of General Aniline and Film Corp., was tapped by REA to fill the post of director of REA's merged advertising and public relations divisions.

Ted C. Combs, vice president, engineering of the Zero Manufacturing Co., has been chosen chairman of the Container Design Section, Packaging & Handling Division, American Ordnance Association.

According to Combs, his section will analyze types and special designs of military containers for complex weapons systems and components will serve as a liaison between the military and industry.

Heinrich J. Fritsch and **Horst Werner,** two former Seaboard & Western district managers, have joined the Air Express International Corp. sales force in Germany.

Fritsch was named sales manager, Germany and Werner was assigned to the Frankfurt area as sales representative.

Don Suzukawa has been appointed by Japan Air Lines as cargo sales representative for the eight state San Francisco district. He will also act as American Division cargo coordinator. Suzukawa was formerly JAL's cargo traffic supervisor at San Francisco International Airport.

William J. Grant has been appointed district sales manager for the Oakland area by Western Air Lines. Grant joined WAL as a sales representative at San Francisco in 1956.

Stephen D. Bechtel, Sr. has won the eleventh annual National Transportation Award as the person "whose achievement contributed most to the effectiveness of the transportation industry in support of national security." Chosen for the honor by the Joint Chiefs of Staff, Bechtel is board chairman and president of the Bechtel Corp., San Francisco, Calif.

Thomas P. Doherty has been chosen regional sales manager for INI Airlines, an Argentine carrier. Doherty will be responsible for cargo and passenger sales development in the northeast and midwest U.S. and will have his regional office at 11 West 42nd Street, New York City.

A. H. Norling has been named director of Air Transportation by United Research Inc. Norling, who was previously vice president planning for Capital Airlines, will be based at UR's headquarters in Cambridge, Mass.

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Carrier Round-Up

PANAGRA claims to have carried the first shipment of ladies shoes ever flown to the U.S. from Chile. The shoe shipment was air expressed to New York on a special consignment for Macy's.

Meanwhile, Panagra attributes a 12% rise in its air cargo operations during the first six months of this year to an increased demand for heavy machinery and oil drilling equipment. A total of 3,226,000 cargo ton miles were flown by the carrier in the six month period.

AIR EXPRESS INTERNATIONAL CORP. reports that its organization in the United Kingdom has greatly increased air freight traffic to the U.S. and to all other parts of the world.

NAB AIRLINES of Brazil has purchased eight C-46 aircraft which have been converted to high density configuration. The aircraft will be used to beef up cargo and passenger service on routes within Brazil.

ALLEGHENY AIRLINES may move from Washington National Airport to Pittsburgh. The airline has been conducting negotiations with the Greater Pittsburgh Airport for a $3.5 million maintenance and overhaul base.

CZECHOSLOVAKIA'S CSA AIRLINE has extended its Prague-Cairo-Bombay route to Jakarta, Indonesia with intermediate stops at Rangoon and Singapore. CSA has also started operations to West Africa with a service from Prague to Conakry via Zurich, Rabar and Dakar.

TRANSATLANTICA ARGENTINA is the name of a new Argentine commercial airline which has started service between Buenos Aires and Europe. Initial schedules, flown with Lockheed 1649A equipment, call for two flights a week via Rio, Recife, London and Zurich.

ETHIOPIAN AIRLINES has increased frequency between Europe and Africa to seven flights weekly. The carrier's international route serves Frankfurt, Athens, Cairo, Khartoum, Asmara, Addis Ababa, Djibouti and Aden.

BRITISH OVERSEAS AIRWAYS CORP. has begun Boeing 707 jet service from New York to Nassau and Jamaica.

SWISSAIR chalked up 13,030,000 ton kilometers of cargo in the first six months of this year for a 16% increase over the 11,255,000 ton kilometers carried during the corresponding 1959 period. The heaviest increase on the system—65%—was recorded on the carrier's Middle East route.

TAROM, the Rumanian airline, is now operating a Bucharest-Vienna-Zurich-Paris route.

JAPAN AIR LINES has opened a second European office in Hamburg. The first office was opened in London. Other European facilities will be opened in Dusseldorf, Copenhagen, Paris and Rome.

TRANS CARIBBEAN AIRWAYS, in July, flew 275,730 freight ton miles for a 30% increase over the 212,614 ton miles carried during the same month in 1959.

PAN AMERICAN AIRWAYS recently flew a complete cotton gin from Texas to Guatemala. Knocked down for shipment in a dozen full planeloads, the shipment totalled 210,000 pounds. On the return trips to Texas, Pan Am filled the planes with shipments of soluble coffee processed in Guatemala by U.S. firms.

Meanwhile, Pan Am's new cargo schedule provides eight DC-7F all-cargo flights a week out of New York. New services include a Saturday night flight which leaves New York International Airport at 8 p.m. with stops in Shannon and Paris as well as inclusion of Prestwick and Ankara on all-cargo flights.

UNITED AIR LINES has started DC-8 jet service between Boston, Chicago and Los Angeles.

AIR INDIA has added Calcutta as a stop on its transatlantic Boeing 707 jet schedule. The carrier serves Calcutta from New York each Saturday via London, Frankfurt, Geneva, Beirut and Bombay.

EASTERN AIR LINE reports that air freight carried, during the first six months of 1960, showed a 23% gain in ton-miles and 19% in dollar revenue over the same period in 1959. Six

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month statistics released by EAL reveal that the airline carried 225,132 air freight shipments, weighing 23,899,187 pounds for a total of 10,230,520 ton miles. Air freight revenue amounted to $2,630,269. The comparable figures for the first six months in 1959 were 192,754 shipments, 19,847,952 pounds, 8,342,728 ton-miles and $2,204,395.

INI AIRLINES, an Argentine carrier, has concluded interline agreements with 12 airlines serving the Miami gateway. The airlines include: American, Braniff, Capital, Delta, Eastern, National, Northeast, Northwest, Riddle, Trans-Canada, Trans-World, and United.

SCANDINAVIAN AIRLINES SYSTEM now offers DC-8 jet service four times weekly between New York and Glasgow, Scotland.

BRANIFF AIRWAYS, next month, plans to begin service from the Midwestern U.S. to Mexico City via the San Antonio gateway. BNF's U.S.-Mexico routes were authorized under a new bilateral air agreement between the two countries.

AMERICAN AIRLINES has been authorized to temporarily suspend service at Richmond, Va. for two years.

NORTH CENTRAL AIRLINES, in July, surpassed the million pound air cargo mark. Air freight and air express figures for the month amounted to 1,009,567 pounds.

SEABOARD & WESTERN AIRLINES has received renewal of its exemption authority to transport household furnishings between New York and Belfast for the DuPont Company. The exemption will continue in effect through February 24, 1961.

SCANDINAVIAN AIRLINES SYSTEM, on October 12, will have all jet service from its North American gateways to Europe. Propeller driven DC-7C aircraft will be replaced by DC-8 jets.

Cities scheduled to receive the all-jet service were: New York and Montreal, Sept. 22, Los Angeles, Oct. 1, and Anchorage, Oct. 12.

DOUGLAS AIRCRAFT CO. has completed conversion on the first of two DC-7Cs scheduled for **KLM ROYAL DUTCH AIRLINES.** The conventional cargo configuration follows the cargo design originally produced by Douglas in the DC-6A. The KLM job marks the first Douglas conversion of a DC-7C.

NORTH CENTRAL AIRLINES has received permanent authority to operate over two new segments between: (1) the terminals Duluth, Minn./Superior, Wisc., and Port Arthur/Ft. Williams, Ontario, Canada; and (2) the terminals Hancock/Houghton, Mich. and Port Arthur/Ft. Williams.

NORTHWEST AIRLINES is offering twice-a-week nonstop DC-8 jet service between Seattle and Hawaii.

PAN AMERICAN WORLD AIRWAYS and **THE RYDER SYSTEM, INC.,** a large trucking firm, have formed an airfreight-trucking combine which will link the U.S. with several Latin American points. As part of the new system, a single through shipping document and tariff are designed to eliminate multiple shipping and complex rate structures.

Pan Am said that charges under the "Airtruck" service will compare favorably with all-surface transportation costs, particularly when a value is placed on the reduced in-transit time of the freight movement.

Initially, the "Airtruck" system will operate between San Juan, Puerto Rico and the U.S. Other points, which will be added before January 1, will include Port au Prince, Haiti; Kingston, Jamaica; Balboa, Canal Zone; and Caracas, Venezuela.

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All Braniff flights carry air freight, air express and air mail. For swift, on-time delivery to 51 cities in the U.S.A. and 10 in Latin America, get in touch with your nearest Braniff office or freight forwarder.

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New Products and Processes

A WIRE CONTAINER for terminal handling of air freight comes with a removable shelf (right) which can be used to close the open fourth side (left). One end of the container has a blackboard and a pocket for shipping papers. For shipping or storage the container collapses. The casters are easily removed.

Wire Terminal Container Will Cut Ground Handling Time

A new design, financing, and volume purchase advantages for a container for handling air freight is being offered by Air Cargo, Inc. to cartage contractors around the nation.

The container, called the Stor-Stak, was designed by Charles W. Meldram Co., Inc., of New York. It will be produced by the Summit Products Co. of Uniontown, Pennsylvania.

Made of welded steel wire, the container is 60 inches wide, 66 inches high, and 28 inches deep. These dimensions were adopted to conform to the trucks normally found in cartage operations.

The container has three sides which attach to a steel-channel reinforced base. The base sits on four, six-inch casters. Two casters swivel; two are fixed. One end of the base has a floor lock brake. A removable shelf, also of welded steel wire, may be attached at any level within the box, or the shelf may be used as a gate closure for the open fourth side.

The container, and the steel shelf within the container, are designed to handle 2000 pounds. A steel bar across the open side, at the top, keeps the two ends from being forced outward.

The container is collapsible. With the wheels removed, the collapsed container produces a package for shipping about eight inches thick.

Other refinements of the new container include a blackboard at one end for easy, quick identification, and a pocket for shipping papers. The steel wire used throughout is aluminized to prevent rust.

Price of the container is expected to run about $100.

Emery Johnson, president of ACI, said that the container is an outgrowth of the Drake, Startzman, Sheahan and Barclay report which found that 23% of a truck driver's time was spent at airports gathering in shipments.

"This container," he said, "will cut that time by 44%.

"For example," he continued, "assume an airline has 40 pieces aggregating 1250 pounds to turn over to a cartage man. Under present conditions, it takes a driver about 18 minutes to get that 1250 pounds aboard his truck. With this Stor-Stak container, the job can be done, and done better, in 10.2 minutes."

To assist cartage contractors to acquire these containers, Johnson said ACI would be happy to consolidate orders and to provide financing when necessary.

Fully Customized Control or Schedule Boards

Memo Flex is a new visual control or schedule board, with accessories that enable the user to make his own custom layout.

Accessories include column marker tape; leads and pencils, available in black, red, blue, green and yellow; and 50 plastic strips ¾ inch wide and 31 inches long. Entries can be made directly on the plastic strips with a grease pencil and may be erased with a cloth or tissue. Strips slide up and down and snap in and out for easy arrangement.

For additional information, write Memo Flex Division, 515 Bannock Street, Dayton 4, Ohio.

Forklift Versatility Increased With Platform

A service platform, a collapsible wing type platform and an elevating work platform, are new devices recently introduced by Lewis-Shepard Products. The new platforms were designed for use on the remote control JackStackers, an electric powered fork lift truck.

The JackStacker equipped with the service platform will enable one man and one machine to handle order picking from floor to ceiling and to make delivery to shipping areas.

The fork lift trucks equipped with

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

"Cut warehousing and boost distribution?..

Delta Air Freight does the impossible!"

Armour Pharmaceutical Company eliminates warehouses by airlifting area shipments to regional centers where pre-labeled and postage-paid packages are speeded to individual customers.

"Drug shipments need expensive refrigerated warehousing and special handling as a rule," comments W. F. Sheehy, Transportation Manager. "We eliminate this requirement by using Delta Air Freight and serve our customers *faster and better* than ever. A 9-state shipment, for example, can be flown to Atlanta where individual packages, already pre-labeled and stamped, fan out to our customers in a fraction of the former time."

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Delta operates all-cargo flights and in addition carries freight on every passenger flight, including Jets, throughout the richest half of the U.S.A. Delta cuts a dozen hidden costs of surface shipping for most every product under the sun . . . gives you next-day delivery to boot! Call Delta or write:

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the elevating work platform brings the work load to a convenient working height and will hold pallets, skids or floor trucks for order picking operations.

The JackStacker designed with the collapsible wing type platform enables operation in two different size aisles. It can be operated in aisles only six feet wide with the wings closed and larger aisles with wings open.

All three platform type trucks come with a full set of controls for steering, lifting, lowering and driving in forward and reverse on the operators platform.

For additional information on the remote control JackStacker platforms, write Lewis-Shepard Products, Inc., Depts. R10-34, 33 and 35, 125 Walnut Street, Watertown 72, Mass.

Prefab Storage Racks Allow Drive-in Handling

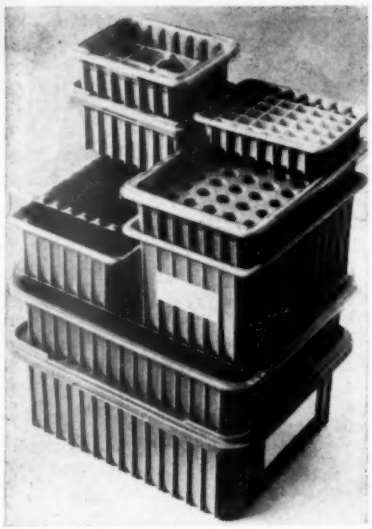
A new design for prefabricated storage racks that enables wall to wall, and floor to roof utilization for storage areas has been introduced by Storage Products Corp. The prefabricated stor-

age rack eliminates horizontal cross beams, allowing a loaded fork truck to drive right to the storage rack and pick up or unload wherever necessary. Pallets may be stored up to the roof, three and four tiers high. As the storage requirements change in the plants, the Speedrack can be taken down and re-assembled, with no loss of equipment investment.

For complete information on the Drive-In Speedrack, write to the Storage Products Corporation, 4418 Oakton Street, Skokie, Illinois.

Prize Winning System Employs Moduboxes

A product of Hollywood Plastics, Inc., called the "Modubox" has helped a materials handling system designed by George A. Peters of Autonetics take top honors at the 1960 National Packaging-Handling Competition. An in-



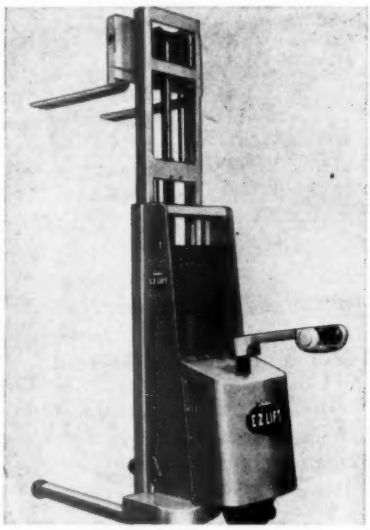
tegral part of this advanced system, the Moduboxes were chosen for their ability to store and handle parts with a maximum of safety and a minimum of recovery time.

The Moduboxes are made of heavy-duty thermoplastics and are available in 16 graduated series. The system is standardized, using one container with a variety of dividers, inserts and covers to adapt to specific handling problems.

For additional information on Moduboxes, Modubox dividers and insert trays, write Hollywood Plastics, Inc., 4560 Worth Street, Los Angeles 63, California.

Crown Controls Offers Telescoping Lift Truck

A telescopic model has been added to the power-propelled lift truck line of Crown Controls Company. The model WT-110 is rated at 1500 pounds capacity with 110 inch lifting height and 60 inch free lift. The telescopic model was designed for narrow aisles, with light and medium duty applications. The Walkie model features three speeds forward and reverse, 24 volt power, built-in battery charger, floating traction drive and dynamic braking. Lifting heights range from 54 inches to 130 inches.



For additional information, contact Crown Controls Company, Inc., Washington Street, New Bremen, Ohio.

Adjustable Gantry Works On Uneven Surfaces

A new adjustable gantry has been added to the line of Magic-Pole Universal Gantries. It is designed for hoisting heavy equipment on rough ground or other uneven surfaces. It has telescoping legs with up to six feet of height adjustment.

The legs are secured on steel base plates and can be adjusted to any width. Safety cables prevent overspreading. The gantry includes spring-loaded bolts and a self-leveling I-beam for off center loads. Its trolly is free to travel the entire length, up to 30 feet. Magic-Pole gantries are available with steel or aluminum alloy I-beams and have a capacity of 4 tons.

For complete information, write B. E. Wallace Products Corp., Exton 56, Penna.

Multi-Clip Board Organizes Work Papers

A multiple-clip wall board unit for visibly organizing and holding working papers has been added to the line of business system devices by L. D. Blehart Company. It brings papers out of hiding and in many cases eliminates the need for costly record keeping, posting, filing and finding various work papers.

Called the "Klip-All", it is available in several sizes and styles of boards, designed to meet the needs of shop or office. It is sturdy, light weight metal and comes with two brackets ready for flush mounting or suspension.

Each style of the Klip-All has various divisions lined off and numerous clips, 2-inches by 2¼-inches. White plastic holders are at top of each column for inserting heading cards.

For complete information on styles and types, contact L. D. Blehart Company, Mfrs., 10 Fiske Place, Mt. Vernon, New York.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

CARGO

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Low Cost Hand Truck From American Pulley

A new line of low cost hand trucks, constructed of lightweight tubular steel, has been manufactured by American Pulley Co., a division of Van Norman Industries, Inc. The two-wheeled trucks are designed for increased versatility in handling heavy goods.

Called the "Kase-King," the model weighs from 18 to 28 pounds. Four of the models feature removable semi-

pneumatic and cushion tread wheels of different sizes when can be changed quickly to adapt to on-the-job situations. Three axle positions on the trucks make possible the quick-change operation.

Kase-King's heavy duty skid bars are reinforced at points of stress and will facilitate stair and curb climbing. The Kase-Kings come with a capacity of 400 pounds and tipped-top bar handles, single pistol-grip handles and two bent-handle grips.

For additional information, contact American Pulley Co., 4200 Wissahickon Avenue, Philadelphia 29, Penna.

TECHNICAL LITERATURE

Cushman Carrier Hauls Cargo And People

Cushman Motors, Lincoln, Nebr. has recently published a two page bulletin describing an electric powered truckster model that comes equipped with a personnel seat. The bulletin is complete with application drawings and specifications, describing how the Cushman 734 model can be used for in-plant transportation and airport transportation. The unit has been specially developed to carry personnel, but even when five people are riding, there is a 45- by 41-inch flatbed with stake rack available for carrying small packages or other equipment.

For copies of the new folder on the Cushman 734 truckster, write Cushman Motors, Lincoln, Nebr.

Brochure On Tie-downs From General Logistics

General Logistics, a division of Aeroquip Corp., has published a booklet on strap and buckle tie-down equipment in industrial materials handling. The brochure explains the most efficient, flexible method to tie down parts and equipment in industrial materials handling. Aeroquip's straps and buckles are adaptable to almost any manufacturing or storage tie down needs. The new booklet features the weblock straps and ratchet buckles.

For complete information, contact General Logistics Division of Aeroquip Corporation, 2929 Floyd Street, Burbank, California.

Pacco Offers Brochure On Resilo-Pak Data

A new tpye of cushioning material developed by Armstrong Cork Co. is being publicized by the Packaging and Converting Company of Washington, D.C. in its new brochure on "Resilo-Pak." The material was designed for use as an interior cushioning to protect articles from shock and vibrations during shipping and handling. Resilo-Pak is made from selected polystyrene beads that are screened to a specified grain-size ratio, then expanded into molded form and tempered to quality tolerance.

The booklet describes the characteristics and compares its performance with conventional cushioning materials, the absorption quality and competitive costs.

For further information on Armstrong Resilo-Pak or for samples of the cushioning, write Packaging and Converting Company, 4380 MacArthur Blvd. N.W., Washington 7, D.C., or Armstrong Cork Co., Package Cushioning Sales, Lancaster, Pa.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

ON THE DOCKET

OCTOBER

National Defense Transportation Association, Annual Meeting and Forum, Roosevelt Hotel, New Orleans, La., Oct. 2-5.

Airmail Pioneers, Annual Convention, El Cortez Hotel, San Diego, Calif., Oct. 6-8.

Delta Nu Alpha, Annual Meeting, Hotel Roanoke, Roanoke, Va., Oct. 7-9.

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AIR CARGO GUIDE SECTION - OCTOBER, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SDP			See Pinehurst, N. C.							
ABERDEEN, S. D.	ABR	NO	BAldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOM	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA	CAnton 9-8141	6,5	200	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HEmlock 2-0525	9,19	200	C	A	DNN		.45	.95
		SO	HEmlock 6-2418	3	100	C	A	DNN		.45	.95
ALBANY, N. Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLaza 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	ELP		.40	.85
		TW	3-1705	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	BTR		.75	1.50
		TT								.75	1.50
ALLENTOWN, PA.	ABE	EA	COngress 4-0557	19	200	A	A	PHL	G	.60	1.60
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.60
		UA	COngress 4-0512	5,10	200	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DRake 6-9373	9,5,52	500	C	C	DAL	G	.80	1.35
		CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓔ	ANA	LX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD Ⓔ		3		A	A	AC			
		MW	41661	6,10,15A,53B	2000	A	A	AB		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---			See Detroit, Mich.							
ANNETTE ISLAND, ALASKA	ANN	PAA	ADams 6-8238	6	1500						
ANNISTON, ALA.	ANB	SO	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	REgent 9-1113	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC	TErrace 9-1521	3,19,54						No Service Available	
ARDMORE, OKLA.	ARD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		PL	AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, FI								Apply Huntington Rates	
ASHLAND, WISC.	ASX	NO	MUrdock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA		3,22,8	250	A	A	C		.50	1.60
		DL	POplar 6-5315	15,9,3,5,10,8,19,1-A,53A	6000	A	A	C		.50	1.60
		EA	POplar 7-0221	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
		NW	POplar 7-9758	52	200	A	A	C		.50	1.60
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO	POplar 6-5321	3	200	A	A	C		.50	1.60
		TW	POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW			See Lewiston, Me.							
AUGUSTA, GA.	AGS	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBC	QBA		3	400						
BAKER, ORE.	BKE	WC	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19,54	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,50,5	6000	A	A	C	G	.75	1.60
		AL	SOuthfield 6-1010	3,9,19	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	MUlberry 5-7718	19,8,10	200	A	A	C		.75	1.60
		NA	SOuthfield 1-0603	9,6,5	200	A	A	C		.75	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA	MU 5-1630	50	600	A	A	C		.75	1.60
		TW	SOuthfield 1-1500	50	400	A	A	C		.75	1.60
		UA	SOuthfield 1-0705	6,50c,53	300	A	A	C		.75	1.60
BANGOR, ME.	BGR	NE	7314	3	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	
BARRE, VT.	MPV			See Montpelier, Vt.							
BARTLESVILLE, OKLA.	BVO	CO	FEderal 6-7147	3	200	C	C	MKC		.55	1.10
		CN	636	3	200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA	Elgin 5-2581	19,9	200	C	C	C		.55	1.25
		SO	Elgin 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS			See Saginaw, Mich.							
BEAUFORT, N. C.	MRH		PA-8-4734	See Morehead City, N. C.							
BEATRICE, NEB.	BIE	FL	CA-3-5312	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA	TE-5-4573	19,9	200	C	A	C		.55	1.50
		TT	TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	PI	CLifford 2-2314	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	BIR	TT	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB			See Philipsburg, Pa.							
BELLINGHAM, WASH.	BLI	WC	REgent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	Plaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	WA	LIncoln 8-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 7-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE Seasonal	Milan 2011	3	200	A		LeM			
BERMUDA	BDA	EA	5951	8,10	200			A			
		PAA	1055	10,50	600			A			
BETHLEHEM, PA.	ABE			See Allentown, Pa.							
BETHEL, ALAS.	---	AS								.35	.50
BIG SPRING, TEX.	BGS	CO	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-3466	3	200	A	A	OTF	G	.50	1.25
		NW	Alpine 2-7161	4,6,52	200	A	A	OTF		.50	1.25
		WA	Alpine 2-5161	6	200	A	A	OTF		.50	1.25
BILOXI, MISS.	---			See Gulfport, Miss.							
BINGHAMTON, N. Y.	BGM	EA	9-1544	19	200	C	C	SYR	G	.45	.99
		FT	Binghampton 9-1591	23	10000	C	C	SYR		.50	1.00
		MO	7-1263	9,3	200	C	C	SYR		.50	1.00
		TW	9-1576	19	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	WOrth 1-6192	3,22,8	250	A	A	C		.60	1.20
		DL	LYric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA	WOrth 1-4631	8,7,19,9,10,52	200	A	A	C		.60	1.20
		SO	WOrth 1-3737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	CApital 3-3272	3	200	A	A	MSP		No Service Available	
		NO	CApital 3-5640	3	200	A	A	MSP		No Service Available	
		NW	CApital 3-7400	4,52	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	OZ	9-2840	3,54	200					.45	1.25
BLOOMINGTON, IND. ⊕	BMG	LC	WAlley 5-2611	3	200	C					
BLUEFIELD, W. VA.	BLF	LC	DAvenport 7-6141	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	54	3	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BXA										
BOISE, IDA.	BOI	UA	Boise 3-2521	5,6,10	400	C	A	SPO	G	.40	1.00
		WC	Boise 3-3661	3	150	A	A	GEG		.40	.85
BORGER, TEX.	BGD	CN	BRoadway 3-2818	3	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	LIberty 2-5470	9,5,15,10,52,50	6000	A	A	AC	G	.75	1.50
		AET	HUbbard 2-2025	"	550						
		AL	LOgan 7-6108	9,19	150	A	A	AC		.70	1.40
		AF	COpley 7-5350	7	200	A	A	AC		.70	1.40
		AZ	LIberty 2-9060	10,53	440	A	A	AC		.70	1.40
		BA		11,8	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA	LOgan 7-4666	8,7,19,10,52	200	A	A	AC		.75	1.50
		FT	LOgan 7-6161	23	10000	A	A	AC		.55	1.25
		MO	E. Boston 7-6600	9,3	200	A	A	AC		.75	1.50
		NA	LOgan 7-7600	5,52	200	A	A	AC		.75	1.50
		NE	LOgan 7-8300	3,6,22	200	A	A	AC		.75	1.50
		PAA	HU 2-1747	10,15,50	600	A	A	AC		.70	1.40
		TC	LIberty 2-6070	22	300	A	A	AC		.70	1.40
		TW	COpley 7-7225	8,19,50	400	A	A	AC		.75	1.50
		UA	LOgan 7-4500	5,10,6,15,53	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BLD			See Las Vegas, Nev.							
BOWLING GREEN, KY.	BWG	EA	VI-2-1601	19,9	200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	JUniper 6-6026	4	200	C	C	OTF		No Service Available	
BRADENTON, FLA.	SRQ			See Sarasota, Fla.							
BRADFORD, PA.	BFD	AL	2-3551	3,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5531	3	200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC	5328	3	200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AL	DRexel 8-0421	9,19	150	A		C	G	.60	1.35
BRISTOL, VA.	TRI	CA	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		FI	SOuth 4-2123	3	100	C	C	INT	G	.50	1.10
		SO		3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	MYrtle 2-2721	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	BN	LIncoln 2-7431	9	200	A	A	AC		.35	.75
		EA	LIncoln 6-1694	9	200	A	A	AC		.35	.75
		PAA	2-5360	6	500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	6882	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	SSI	DL	107	3	200	C	C	C	G	.40	.85
		EA	MElrose 8-3861	19	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	CO	VI-6-4789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	Plaza 6007	9,5,15,10,52	6000	A	C	AC	G	.50	1.65
		AL	Spring 4800	3	150	A	C	AC		.50	1.65
		CA	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT	Plaza 3071	Served through CLE/BGM	10000	A	C	AC		.50	1.65
		LC ⊕	Spring 8282	3	200	A	C	AC			
		MO	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR			See Los Angeles, Calif.							
BURLEY, IDA.	BYI	WC	ORchard 8-7402	3	150	A	A	GPT		No Service Available	
BURLINGTON, IOWA.	BRL	OZ	Plaza 2-4262	3,54	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-6814	7,8,19	200	A	C	AC		No Service Available	
		NE	4-5745	3	200	A	C	AC		No Service Available	
BURNS, ORE.	BNO	WC	5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	OTF	G	.55	1.35
		WA	6555	9	200	A	A	OTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1381	3,7A,13,22,12	1500	C	C	C		.50	1.00
		CP	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA	CRestview 7-0176	6	200	C	C	C		.50	1.00
		WC	CRestview 7-0755	54	150	C	C	G		.50	1.00
CAMBRIDGE, MD.	ESN			See Easton, Md.							
CAMDEN, ARK.	CDN	TT	TE-6-5784	3	150	C				No Service Available	
CAMDEN, N. J.	PAL			See Philadelphia, Pa.							
CANTON, OHIO	CAK			See Akron, Ohio							
CAPE GIRARDEAU, MO.	CGI										

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CAPE MAY, N. J.	WWD	AL	. . . . .	(Seasonal)	. . . .	. . .	. . . .	. . . .	. . . .	. . . . .	. . . . .
CARLSBAD, N. M.	CNM	CO	TUxedo 5-2992	3	200	C	C	ELP	. . . .	No Service Available	
CASPER, WYO.	CPR	FL	23 4-7135	3	200	C	C	DEN	. . . .	.50	1.35
		WA	3-3777.	9	200	C	C	DEN	. . . .	.55	1.35
CASTLEGAR, B. C.	YCG	CP	. . . . .	9	200	C	C	. . .	. . . .	. . . . .	. . . . .
CEDAR CITY, UTAH.	CDC	BL	JUniper 6-9741	3,54.	200	C	C	LAX	. . . .	No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 4-2481	9,6,5,10.	200	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	3,54.	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	3	200	C	C	DEN	. . . .	No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271.	3,54.	200	. . .	A	. . . .	. . . .	.65	1.25
CHARLESTON, Ill.	. . .	. . . . .	. . . . .	See Mattoon, Ill.	. . .	. . .	. . . .	. . . .	. . . .	. . . . .	. . . . .
CHARLESTON, S. C.	CHS	DL	4-2567.	9	300	A	C	C	G	.75	1.50
		EA	4-3311.	19,9,10	200	A	C	C	. . . .	.75	1.50
		NA	SMerwood 4-4256	9,6	400	A	C	C	. . . .	.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-6204.	9	500	A	A	CVG	G	.55	1.45
		CA	2-8007.	3,22,8.	250	A	A	CVG	. . . .	.55	1.45
		EA	DIckens 6-0308.	19,7,9.	200	A	A	CVG	. . . .	.55	1.45
		PI	DIckens 6-0691.	3	100	A	A	CVG	. . . .	.55	1.45
CHARLOTTE, N. C.	CLT	CA	EXpress 9-0773.	3,22.	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0487.	9,8,1-A	4000	A	A	INT	. . . .	.50	1.25
		EA	EXpress 9-3331.	8,7,19,9,10,52.	500	A	A	INT	. . . .	.50	1.25
		FI	EXpress 9-3371.	3	100	A	A	INT	. . . .	.50	1.25
		SD	EXpress 9-7474.	3	100	A	A	INT	. . . .	.50	1.25
CHARLOTTETOWN	YYQ	MAR.	7361.	1,3,4	500	A	A	A	. . . .	. . . . .	. . . . .
CHARLOTTESVILLE, VA.	CHO	FI	4-3158.	3	100	C	C	DCA	. . . .	.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA	9-3103.	22,8.	250	C	C	C	. . . .	.65	1.30
		DL	OXford 8-7623	9,3	400	C	C	C	. . . .	.65	1.30
		EA	MA-9-6101	19,9,7,10,52.	200	C	C	C	. . . .	.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499.	3,4	150	C	. . .	C	. . . .	.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551.	3	200	A	C	DEN	G	.60	1.25
		UA	7-7722.	. . . . .	200	A	C	DEN	. . . .	.60	1.25
		WA	8-8916.	6	200	A	C	DEN	. . . .	.60	1.25
CHICAGO, ILL. Midway Airport.	MDW	AA	RElIance 5-8100	9,5,15,10,52.	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250.	7	200	A	A	AC	. . . .	.70	1.75
		BN	POrtsmouth 7-3028	1,5,52.	2000	A	A	AC	. . . .	.70	1.75
		CA	POrtsmouth 7-2266	3,4,22.	250	A	A	AC	. . . .	.70	1.75
		CMA.	. . . . .	5	. . .	A	A	AC	. . . .	. . . . .	. . . . .
		CO	GLadstone 5-6310.	10,22	200	A	A	A	. . . .	.70	1.75
		DL	POrtsmouth 7-1900	9,5,10,1-A.	6000	A	A	AC	. . . .	.70	1.75
		EA	LUdlow 1-0780	10,7,19,52,9,23	4000	A	A	AC	. . . .	.70	1.75
		FT	POrtsmouth 7-8200	23.	10000	A	A	AC	. . . .	.70	1.75
		LC ©	POrtsmouth 7-7180	3	200	A	A	AC	. . . .	.70	1.75
		LM	ANdover 3-6670.	. . . . .	. . .	A	A	AC	. . . .	.70	1.75
		NO	LUdlow 5-1020	3,9	200	A	A	AC	. . . .	.70	1.75
		NW	RAndolph 6-9562	11,10,4,6,52,2.	2000	A	A	AC	. . . .	.70	1.75
		OZ	LUdlow 5-1952	3,54.	200	A	A	AC	. . . .	.70	1.75
		RD	LUdlow 2-4040	1	10000	A	A	AC	. . . .	.70	1.75
		TC	RAndolph 6-3644	22.	500	A	A	AC	. . . .	.70	1.75
		TW	DEarborn 2-7666	8,7,19,23	4000	A	A	AC	. . . .	.70	1.75
		UA	POrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC	. . . .	1.00	2.00
O'HARE FIELD.	ORD	AA	GLadstone 5-4308.	9,5,50,15,52.	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10.	1100	C	A	C	. . . .	.70	1.75
		BN	GLadstone 5-4310.	50.	500	C	A	C	. . . .	.70	1.75
		CA	POrtsmouth 7-2266	3,4,22.	250	C	A	C	. . . .	.70	1.75
		CD	NAtional 5-5445	50.	500	C	A	C	. . . .	.70	1.75
		DL	NAtional 5-6602	9,52.	300	C	A	C	. . . .	.70	1.75
		EA	RElIance 5-2211	7,10,19,53,52	200	C	A	C	. . . .	.70	1.75
		NO	LUdlow 5-1020	3	200	C	A	C	. . . .	.70	1.75
		NW	. . . . .	6,53B	200	. . .	. . .	. . .	. . . .	. . . . .	. . . . .
		PAA.	DEarborn 2-4900	50,15	600	C	A	C	. . . .	.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C	. . . .	.70	1.75
		UA	POrtsmouth 7-5100	9,5,10,6,53,500,15.	400	C	A	C	. . . .	1.00	2.00
CHICO, CALIF.	CIC	FC	FIreside 2-3007	3,54.	200	C	C	SFO	. . . .	No Service Available	
CHISHOLM, MINN.	---	. . . . .	. . . . .	See Hibbing, Minn.	. . .	. . .	. . .	. . .	. . . .	. . . . .	. . . . .
CINCINNATI, OHIO.	CVG	AA	DIxie 1-5600.	9,5,10,15,52.	6000	C	C	C	G	.65	1.60
		DL	DIxie 1-5884.	9,1-A,3,5,10,19	6000	C	C	C	. . . .	.65	1.60
		EA	DIxie 1-4300.	7,52.	200	C	C	C	G	.65	1.60
		LC ©	DIxie 1-4450.	3	200	C	C	C	G	. . . . .	. . . . .
		PI	GArfield 1-1315	3	100	C	C	C	. . . .	.65	1.60
		TW	DIxie 8974.	8,19.	400	C	C	C	. . . .	.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	3	150	C	C	PIT	. . . .	.70	1.40
CLARKSTON, WASH.	LWS	. . . . .	. . . . .	See Lewiston, Idaho	. . .	. . .	. . .	. . .	. . . .	No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	3,54.	200	. . .	. . .	. . .	. . . .	No Service Available	
CLEARFIELD, PA.	PSB	. . . . .	. . . . .	See Philipsburg, Pa.	. . .	. . .	. . .	. . .	. . . .	. . . . .	. . . . .
CLEARWATER, FLA.	PIE	. . . . .	. . . . .	See St. Petersburg, Fla.	. . .	. . .	. . .	. . .	. . . .	. . . . .	. . . . .
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421.	9,5,10,500.	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216.	3,19.	150	A	A	AC	. . . .	.85	1.95
		CA	CLearwater 1-0913	4,8,22.	250	A	A	AC	. . . .	.85	1.95
		EA	CLearwater 1-8870	9,7,19,52,10.	200	A	A	AC	. . . .	.85	1.95
		FT	WInton 1-5777	23.	10000	A	A	AC	. . . .	.85	1.95
		LC	CLearwater 2-3050	3	200	A	A	AC	. . . .	. . . . .	. . . . .
		NW	WInton 1-2442	6	200	A	A	AC	. . . .	.85	1.95
		RD	CLearwater 2-4270	1	6000	A	A	AC	. . . .	.85	1.95
		TC	SUperior 1-5595	22.	400	A	A	AC	. . . .	.85	1.95
		TW	WInton 1-9700	8,19.	400	A	A	AC	. . . .	.85	1.95
		UA	CLearwater 1-5200	9,5,15,6,10,500	6000	A	A	AC	. . . .	.85	1.95
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	3,54	200	C	. . .	. . .	. . . .	No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VAlley 3-2210	3	200	C	C	. . .	. . . .	No Service Available	
CLOVIS, N. M.	CVS	CO	POrter 3-6212	22.	200	C	C	ELP	. . . .	.40	.85
CODY, WYO.	COD	FL	58 7-4644	3	200	. . .	. . .	GTF	. . . .	No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	3	150	C	C	GEG	. . . .	No Service Available	
COLLEGE STATION, TEX.	CLL	. . . . .	. . . . .	See Bryan, Tex.	. . .	. . .	. . .	. . .	. . . .	. . . . .	. . . . .
COLORADO SPRINGS, COLO.	COS	BN	MElrose 4-6321.	9,5	200	A	C	DEN	G	No Service Available	
		CM	MElrose 3-1586.	3	200	A	C	DEN	G	No Service Available	
		CO	MElrose 3-4688.	3,22,10	200	A	C	DEN	. . . .	No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-4173	3,54.	200	. . .	. . .	A	. . . .	No Service Available	
COLUMBIA, S. C.	CAE	DL	4-3186.	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603.	19.	200	A	C	ATL	. . . .	.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625.	19,9.	200	C	A	ATL	. . . .	.50	1.00
		SO	FAirfax 4-2493.	3	200	C	A	ATL	. . . .	.50	1.00
COLUMBUS, MISS.	UBS	SO	FAirfax 8-4900.	3	100	. . .	. . .	. . .	. . . .	No Service Available	
COLUMBUS, OHIO.	CMH	AA	BElmont 1-8277.	9,5	600	A	C	C	G	.70	1.75
		DL	. . . . .	3,5	300	A	C	C	. . . .	. . . . .	. . . . .
		EA	BElmont 1-4529.	8,9,10,8.	200	A	C	C	. . . .	.70	1.75
		LC ©	BElmont 7-5431.	3	200	A	C	C	. . . .	. . . . .	. . . . .
		PI	BElmont 7-2585.	3	100	A	C	C	G	.70	1.75
		TW	CApital 1-7866.	8,7,19.	400	A	C	C	. . . .	.70	1.75
		UA	BElmont 7-3711.	9,10.	200	A	C	C	. . . .	.70	1.75

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CONCORD, N. H.	CON	NE	CApital 5-9531.	3	200	A	A	FwM		No Service Available	
COOS BAY, ORE.	OTH			See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ			See London, Ky.							
CORDOVA, ALASKA	CDV	PN	15.	4,8						1.00	1.00
CORNING, N. Y.	ELM			See Elmira, N. Y.							
CORONA, CALIF.	CNF	LX		20.	200						
CORPUS CHRISTI, TEX.	CRP	BN	TU-3-8431	9	500	A	A	C	G	.50	1.00
		EA	TU-4-0331	19,9.	200	A	A	C		.50	1.00
		TT	TU-2-7458	3	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423.	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO			See Albany, Ore.							
CRANBROOK, B. C.	YXC	CP	JU-6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CALIF.	CEC	PC	Ingersoll 4-3221.	3,19,54	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	FLeetwood 7-7391.	9,5,15,10,52,50	10000	A	A	C	G	.45	1.25
					(6000 Via DL Interchange)						
		BN	FLeetwood 1-5522.	52,5,9,1,6,10,50.	2000	A	A	C		.55	1.40
		CO	FLeetwood 2-5601.	9,3	200	A	A	C		.55	1.40
		CN	FLeetwood 2-2609.	3	200	A	A	C		.55	1.40
		DL	FLeetwood 2-2631.	1-A,5,10,8,53,15,22	6000	A	A	C		.55	1.40
		TT	FLeetwood 1-5334.	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC ⊕	HIckory 6-4727.	3	200	C					
		OZ	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640.	19.	200	C	C	RIC	G	.55	1.10
		PI	SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI			See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP	CPA	3	200		C	C		.25	.60
DAWSON CREEK, B. C.	YDA	CP	55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511.	9	500	C	A	C	G	.60	1.45
		DL		10,9.	300	C	A	C		.60	1.45
		LC ⊕	Twin Oaks 8-5857.	3	200	C	A	C			
		TW	HE-4053	8,7,19.	400	C	A	C		.60	1.45
		UA	TW-8-3692	5,10	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-6541.	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566.	9,6	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	Elgin 3-2690.	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7741.	3,54.	200					.45	1.10
DELTA, COLO.	MTJ			See Montrose, Colo.							
DENISON, TEX.	SWI			See Sherman, Tex.							
DENVER, COLO.	DEN	BN	EAst 2-7761	5,9,52.	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO	EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL	Florida 5-3515.	3,9	200	A	A	C		.55	1.30
		TW	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7792	9,5,15,6,10,53,500	6000	A	A	C		.65	1.50
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								.50	1.00
DES MOINES, IOWA.	DSM	BN	CH-3-0711	9,5	500	A	E	CMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54.	200	A	A	CMA		.45	1.00
		UA	ATlantic 8-6711	9,6,10,5.	300	A	A	CMA		.55	1.25
DETROIT, MICH. (Willow Run)	YIP	CA	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400.	9,7,10,19,52.	200	A	A	AC		.65	1.75
		LC ⊕	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	6,15,10,53.	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,15,10,52,50	6000	A	A	C	G	.65	1.75
		AL	WHitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC ⊕	WOodward 3-3435						G	.60	1.45
		DL	CHestwood 4-1500.	53,5,9.	400	A	A	C	G	.65	1.75
		FT	LOgan 2-9520.	23.	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110.	6,10,15A,2,52	2000	A	A	AC		.65	1.75
		PAA.	WOodward 3-0800	50,15	600	A	A	AC		.60	1.55
		HD	CHestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF. ⊕		LX		20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200.	19,9.	200	A	A	FFN	G	.55	1.10
		SO	SOamore 2-2075	3	100	A	A	FFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOVER, OHIO ⊕	PHD	LC	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	AL	DAvis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	Alpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241.	7,8,19.	200	C	A			C	1.50
		PI	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC		22.	200	C	C			No Service Available	
EASTON, PA.	ABE			See Allentown, Pa.							
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MFE	TT	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC	28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	GLendale 5-4197	6	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	EPS	SO	25111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL	Elgin 2-4218.	3,54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	CA	2396.	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100.	9	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 8-3301	5,10,52	600	A	C	AC	G	.50	1.25
		CO	PRospect 8-1951	3,9,6,22,10	400	A	C	AC		.50	1.25
		TT	3-1233.	3	150	A	C	AC		.50	1.25
ELY, NEV.	ELY	UA	AMhurst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522.	3	150		C	OKC		No Service Available	
ERIE, PA.	ERI	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC ⊕	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362.	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221.	9	300	A	A	OTH	G	.45	.95
		WC	DIamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	TErrace 9-1521.	3,19,54	200	C	C	C		No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA	Harrison 2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FAI	AS	4220.	3,5	1000					1.00	2.00
		NC									
		PAA	3262.	6,50.	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	EMB			See New Bedford, Mass.							
FARGO, N. D.	FAR	NW	ADams 2-3234	3	200	A	A	MSP		No Service Available	
		NW	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	DAvis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	Hillcrest 2-7306	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI	HEmlock 2-4171.	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	WE	2-6785.	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL	PRospect 4-7373	3,54.	200	C		DUG		No Service Available	
		FL	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 5-4037.	3,4,22.	250	C		YIP	G	.50	1.50
FLORENCE, ALA.	MSL			See Sheffield, Ala.					G		
FLORENCE, S. C.	FLO	EA	5255.	19.	200	C	A	CHS	G	.35	.75
FONTANA, CALIF. ⊕	FON	LA		20.	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,3,6,9	400						
FORT CAMPBELL, KY.				See Clarksville, Tenn.							
FORT DODGE, IOWA	FOD	OZ	5-0431.	3,54.	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 4-8631.	6	200					.80	1.60
		EA	JAckson 3-8546.	7	200	C	A	MIA	A	.90	1.80
		NA	JAckson 4-2503.	6	200	C	A	AC		.90	1.80
		NW	JAckson 2-1486.	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	WEstmore 6-2103	9,52.	400	C	C	TPA		.50	1.00
		ND	EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP	SPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	RD-(Demand service).	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK			See Manhattan, Kan.							
FORT SILL, OKLA.	LAW			See Lawton, Okla.							
FORT SMITH, ARK.	FSM	BN	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XYJ	CP	117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA	SHerwood 3133	9,6,5	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC	2-0641.	22.	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	ATlas 4-2551.	9,5,10,50,52.	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261.	9,5,10.	500	A	A	DAL		.55	1.35
		CO	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611.	9,3,5,10,53A.	400	A	A	DAL		.55	1.35
		TT	ATlas 4-3465.	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613.	22.	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174.	8	250	A	A	SFO	G	.60	1.50
		UA	CLinton 1-5522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR.		1,3,4	500						
FULLERTON, CALIF ⊕	FUL	LX		20.	200						
GADSDEN, ALA.	GAD	SO	LOcust 5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR -2-0481.	19.	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-5062.	3	150					.50	1.00
GAMBELL, ALASKA ⊕	GAM	AS		3	500						
GANDER, NFLD.	YQX	PAA	723	10.	600	C	C	A			
		KLM ⊕			10	C	C	A			
		MAR.	935	3,1,4	500	A	A	A			
		SK ⊕				C	C	A			
		SN ⊕		15.		C	C	A			
		SR ⊕	723	6	600	C	C	A			
		TC	913	12,7A,22.	500	C	C	A		.50	1.00
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG			See Longview, Tex.							
GLASGOW, MONT.	GGW	FL	ACademy 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527.	19,8.	200	C	C	ALB		No Service Available	
		MD	2-1184.	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13.	1000					No Service Available	
		MAR.	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL	VAlle 3	3	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-4629.	4	200	C	A	A		No Service Available	
		NO	2-1711.	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-5879	3,9	200	C		DEN		.80	1.10
		UA	CHapel 3-3112	6	200	C		DEN		.80	1.10
GRANDE PRAIRIE, ALTA.	YQU	CP	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC ⊕	CHerry 1-4477	3	200	A	A	MKG		.55	1.35
		NO	CHerry 1-2441	3	200	A	A	MKG			
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6501	6,52.	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 5-5366	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		EA	BRoadway 5-6688	19,8,7.	200	C	A	INT		.75	1.50
		PI	CY-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612.	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8213.	3	200	A	A	ATL	G	.40	.85
		EA	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0177.	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	GLadstone 3-1623	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	9-3191.	3	100					No Service Available	
GRINDSTONE		MAR.		1,3,4	500						
GULFPORT, MISS.	GPT	SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	REgent 3-6700	3,19.	150	C			G	.50	.75
HAILEY, IDA.	SUN	WC		3	150			GEG			
HALIFAX, N. S.	YHZ	TC	2-7411.	13,22,7	1000	C	C	C		.50	1.00
		MAR.	6-2306.	3,1,4	500	A	A	A			
HAMILTON, ONT.	YTZ	TC		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF			See Newport News, Va.							
HANCOCK, MICH.	---			See Houghton, Mich.							
HANNIBAL, MO.	HNN			See Quincy, Ill.							
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-9426.	3,19.	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7995.	3	150	A	C	BAL		.40	1.35
		TW	CEdar 4-3136.	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CW	EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	SHD	FI	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	BDL	AA	JAckson 2-6193.	9,15,5,52	3000	A	C	C	G	No Service Available	
		AL	JAckson 2-6153.	9.	150	A	C	C		.65	1.25
		EA	JAckson 2-1854.	19,8,10,7	200	A	C	C		.65	1.25
		FT	JAckson 2-3145.	23.	10000	A	C	C		.65	1.25
		NE	NAtional 3-4418	3	200	A	C	C		.65	1.25
		TW	NAtional 3-5581	8,19.	400	A	C	C		.65	1.25
		UA	CHapel 9-1311	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL	2-2312.	3	200			CPA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643.	3	100	A	G	MSY		.50	1.00
		DL	JUniper 2-1643.	3	200	A	C	MSY			
HAWTHORNE, NEV.	HTH	BL	WIlson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP	GLadstone 5-4921.	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL	GLadstone 5-4921.	3	150					.50	1.25
HAVRE, MONT.	HVR	FL	26 5-7911	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT	5-2577.	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	HIckory 2-0012.	4	200	A	A	GTF	G	.45	1.10
		WA	HIckory 2-8550.	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL			See Asheville, N. C.						.45	1.10
HERRIN, ILL.	MWA			See Marion, Ill.							
HIBBING, MINN.	HIB	NO	AMherst 3-7847.	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	FI	DI-3-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	5411.	See Greensboro, N. C.							
		EA	2-2346.	See Greensboro, N. C.							
		FI	3778.	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414.	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	AIM			See Alamogordo, N. M.							
HOMER, ALASKA	HOM	FN	22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	83256	6	200		C	AC		.65	1.25
		PAA	58-221.	11,10,50,15	5000		C	AC			
		UA	HOnolulu 8-1811	53.	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	HOnolulu 8-1811	6,10.	200		C	C			
HOPKINSVILLE, KY.				See Clarksville							
HOQUIAM, WASH.	HQM			See Aberdeen, Wash.							
HOT SPRINGS, ARK.	HOT	CN	NAtional 4-1284	3	200	A	C	MEM			
		DL	NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT	NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63.	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254.	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	MIssion 9-1457.	5	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686.	9,5,52,6,10,50.	500	A	A	C		.55	1.25
		CO	OLive 4-8531.	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2646.	9,10,19,53.	400	A	A	C		.55	1.25
		EA	OLive 4-2661.	9,10,7,52,23,53A.	4000	A	A	C		.55	1.25
		KIM	CApitol 4-1701.	10.	550	A	A	C		.55	1.25
		NA	OLive 4-8564.	52,10	400	A	A	C		.55	1.25
		PAA	CApitol 3-4131.	6,2,15	5000	A	A	AC		.55	1.25
		TT	MIssion 9-1218.	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331.	3,19.	150	C	C	CVG	G	.50	1.60
		EA	3-9476.	19.	200	C	C	CVG		.50	1.60
		FI	GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4583.	3,22.	150	A	A	BHM		.40	1.35
		EA	4680.	19,9.	200	A	A	BHM		.40	1.35
		SO	JEfferson 6-6383.	3	200					.40	1.35
HURLEY, N. M.	SVC		53 8-3021	See Silver City, N. M.							
HURON, S. D.	HON	NO	Elgin 2-2910.	3	200	A	C	MSP		No Service Available	
		WA	Elgin 2-8601.	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO-2-6601	22,3.	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1800	3	200	A	A	BOS		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-3305.	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695.	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-2695.	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5,52.	600	A	A	C	G	.55	1.50
		DL	CHapel 1-3333	9,3,19,5.	400	A	A	C		.55	1.50
		EA	CHapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		LC@	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909.	3,54.	200	A	A	C		.55	1.50
		TW	MElrose 4-3438.	8,19,23	4000	A	A	C		.55	1.50
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871.	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC	7-2271.	3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3604.	3,43.	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575.	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ISLIP, N.Y.	ISP	AL	ONkonkoma 9-7771.	9.	150						
ITHACA, N. Y.	ITH	MO	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125.	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		SO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 6-0484.	3,5,8	400	A	A	C	G	.65	1.25
		EA	Elgin 6-5661.	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	Elgin 3-1586.	9,5,6,52.	400	A	A	C		.65	1.25
		NE	Elgin 5-6611.	22.	200	A	A	C		.65	1.25
		SO	Elgin 4-7833.	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118.	3,19.	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL		Pleasant 4-5293	See Beloit, Wisc.						No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-2350.	3,54.	200	C				.55	1.10
JOHNSON CITY, TENN.	TRI			See Bristol, Va.							
JOHNSTOWN, PA.	JST	AL	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085.	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110.	3	200	A	C	MKC		.40	.85
		OZ	MAyfair 3-1817.	3,54.	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400.	6	600			C			
		PN	6-1455.	4,8,16.				C		1.00	1.00
JUNCTION CITY, KAN.	MHK			See Manhattan, Kan.							
KALAMAZOO, MICH.	AZO	LC@	FIreside 9-2669	3	200						
		NO	FIreside 9-2646	3	200	C	C			.50	1.00
KALISPELL, MONT.	FCA	WC	SK-6-5053	3	150	C	C	GSG		No Service Available	
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH		BL	MIdway 4-5001	3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-4740.	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705.	3,10,22,50.	200	A	A	AC		.70	1.60
		CN	BAltimore 1-3955.	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7613.	9,3	300	A	A	AC		.70	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-6252	3	200	A	A	C		.70	1.60
		OZ	GRand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW	GRand 1-4400	50,7,19,23	4000	A	A	AC		.70	1.60
		UA	GRand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	CE-6-2921	3	200			DEN			
KEENE, N. H.	EEN	MO	1910	3	100	C	C	BOS		.65	1.10
		NE	ELmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YWX	CP	6025	3	200					.25	.85
KENAI, ALASKA	ENA	PN	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC			See Pasco, Wash.							
KERRVILLE, TEX.	ERV	TT	CL-7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA.	KTN	PAA	3131	6	600			A			
		PN	3138	8,16				A			
KETCHUM, IDA.	SUN	WC		3	150			GEG			
KEY WEST, FLA.	EYW	NA	CYpress 6-5510	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	OGG			See Longview							
KIMBERELY, B. C.	YXC	CP	LU-2-3511	9	200					No Service Available	
KING SALMON, ALASKA.	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL	SKyline 3-3630	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	CIrcle 6-4107	3	See Bristol						
		SO		See Bristol		A					
KINSTON, N. C.	ISO	PI	JAckson 3-5006	3	100	C	C	RDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TU-4-7332	3	150	A	C	OTH		.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6264	9,5	500	C	C	CHA	G	.60	1.25
		CA	7-5521	3,22,8	250	C	C	CHA		.60	1.25
		DL	7-6661	9,3	400	C	C	CHA		.60	1.25
		PI	7-2971	3	100	C	C	CHA		.60	1.25
		SO		3	200	C	C	CHA		.60	1.25
KODIAK, ALASKA	KNB	PN	4131	3						.75	1.00
KOKOMO, IND. ®	OKK	LC	GLadstone 2-3202	3	200	C					
KOTZEBUE, ALASKA ®	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2475	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO	4-5680	3	200	C	C			No Service Available	
LA FAYETTE, IND. ®	LAF	LC	RIverside 3-1841	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-5-8536	19,9	200	A		BTR	G	.55	1.10
		TT	CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX										
LAGUNA BEACH, CALIF.	SNA			See Santa Ana, Calif.							
LAKE CHARLES, LA.	LKC	EA	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 6-3129	9	200	C	C	TPA	G	.75	1.50
		RD	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.	WJF	PC	WHitehall 8-4611	19,54	200	LAX					
LANCASTER, PA.	LNS	AL	LOwell 9-0461	3,19	150	C			G	.55	1.35
		EA	LOwell 9-0446	19	200					.55	1.35
LAND O'LAKES, WISC.	LNL			Served through Rhindelander, Wisc.							
LANDER, WYO.	RIW			See Riverton, Wyo.							
LANSING, MICH.	LAN	CA	IVanhoe 5-2744	3,4,22	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3,54	200	C	C	LAX	G	.75	1.45
		PC	DUdley 2-2622	19,54	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	6,10,50c	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO	3440	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-3141	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO	ELgin 3-4512	3	200	C	A	DAL		No Service Available	
		CN	ELgin 3-8600	3	200	C		DAL		No Service Available	
LEMMON, S. D.		FL	50	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	FA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2031	3	200	C	C	PWM		.50	1.00
LEWISTOWN, MONT.	LWT	FL	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-7569	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-5795	19	200	C	C	CVG		.65	1.60
		PI	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-5671	3	200		A			No Service Available	
LIMA, OHIO ®	LIA	LC	CApital 5-0075	3	200						
LINCOLN, NEB.	LNK	BN								.50	1.10
		FL	HEmlock 2-5391	3,9	200	A	C	OMA		.50	1.10
		UA	HEmlock 5-4371	9,6,10	300	A	C	OMA		.55	1.25
LITTLE ROCK, ARK.	LIT	AA	FRanklin 4-9333	5,10	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LGU	WC	SKyline 2-5301	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.				See Kokomo, Ind.							
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491	22	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX ®		20	200	C	A	LAX			
		UA	HArrison 1-8214	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201	5,15,10,50,50C	10000	A	A	C	G	.80	1.65
		BL	SPring 6-2040	3,54	200	A	A	C		.80	1.65
		CO	SPring 6-2670	10,22,50	200	A	A	C		.80	1.65
		CMA	MAdison 6-8484	5		A	A	C			
		SK	ORegon 4-4300	10	1000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PAA	MAdison 6-8484	10,50,15	5000	A	A	AC		.75	1.55
		PC	SPring 6-0440	3,19,54	200	A	A	C		.80	1.65
		SAS		5,6,10,9	1320						
		TW	MIchigan 9441	8,7,23,50	4000	A	A	C		.80	1.65
		UA	SPring 6-2000	9,5,6,10,15,53,50C	6000	A	A	C		.80	1.65
		WA	SPring 6-2345	6,52	200	A	A	C		.80	1.65
(Lockheed Air Terminal)	BUR	AA	MAdison 0201	5,15,10	6000	A	A	C	G	.75	1.55
		FTL	STanley 7-3411	23	10000	A	A	C		.75	1.55
		LX ®		20	200	A	A	C			
		PC	SPring 6-0440	3,19,54	200	A	A	C		.75	1.55
		UA	STanley 7-3780	5	300	A	A	C		.75	1.55
		WA	THornwall 2-2101	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1666	9,5,52	500	A	A	C	G	.60	1.50
		AX								.60	1.50
		DL		5,9	100	A	A	C		.60	1.50
		EA	EMerson 8-1646	8,7,19,9	200	A	A	C		.60	1.50
		OZ	EMerson 8-9955	3,54	200	A	A	C		.60	1.50
(Continued on next page)		PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
LOUISVILLE, KY. (Concluded)	SFO	TW	JUniper 3-5327	8,10	400	A	A	C		.60	1.50
LOVELL, WYO.	FOY			See Powell, Wyo.							
LUBBOCK, TEX.	LBB	BN	PO-5-7428	9,5,32	200	A	A	DAL		.80	1.35
		CO	PO-3-6666	3,26	200	A	A	DAL		.80	1.35
		CN	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	3-4521	3	150	C		BUJ		.50	1.00
LYNCHBURG, VA.	LYH	PI	VIctor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	3-6731	9,3	250	C	C	ATL	G	.50	1.35
		EA	2-8701	19,9	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	CHerry 9-4816	6,4,15A	200	A	A	MKE		.60	1.25
		OZ	CHerry 9-6441	3,54	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS			See Bismark, N. D.							
MANHATTAN, KAN.	MHK	CO	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO ✪	MFD	LC	LAfayette 4-7411	3	200						
MARFA, TEX.	MRF	TT	235	3	150	C		KLP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB		DRake 5-6350	See Parkersburg, W. Va.							
MARINETTE, WISC.	MNM			See Menominee, Mich.							
MARION, ILL. ✪	MWN	OZ	714	3,54	200	C				No Service Available	
MARION, IND. ✪	MZZ	LC	GRiswold 4-6585	3	200	C					
MARION, OHIO ✪	MWN	LC	2-2575	3	200						
MARQUETTE, MICH.	MQT	NO	GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4336	3	150	C		DAL		.50	1.00
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	EWB		No Service Available	
MARYSVILLE, CALIF.	MYV	PC	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095	3,54	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwall 4-0509	19	200	C	C	A		No Service Available	
MATANE, P. Q.	YME	QBA		3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100	3,54	200	C				No Service Available	
MAYO, Y. T.	YMA	CF	CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MU-6-3707	3	150			BRO		.50	1.00
MCCALL, IDA.		WC		3	150			GEG			
MCCOOK, NEB.	MCK	FL	96	3	200			OMA		No Service Available	
MCGRATH, ALASKA ✪	MCG	AS		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	SPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	JAckson 6-2605	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA	765	19,9	200	A	C	PBI		.60	1.20
		NA	PArkway 3-6644	9	200	A	C	PBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-3374	9,5,15,10	8000	A	A	C	G	.55	1.35
		BN	WHitehall 6-8395	9	200	A	A	C		.55	1.35
		CA	WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL	WHitehall 8-2606	9,3,5,19,1-A,32	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,19,9	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT	WHitehall 6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-6677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	RAndolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-3141	9,3	300	A	C	BHM		.35	.75
		SO	5165	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA	22-12-22	5,15,10	600			A			
		EA	22-77-70	10	200			A			
		PAA	46-46-60	6,2	5000		A	A			
		WA	46-90-40	6	200			A			
		CMA	12-21-96	3,4,5,24			A	A			
		AERONAVES	18-50-40	4,5,8,9,14A			A	A			
		LACSA	46-46-60	9							
MIAMI, FLA.	MIA	Avianca	NEwton 3-2491	4,8	660		A	A			
		BN	NEwton 4-1951	5,10,90	500	A	A	AC	G	.90	1.80
		BA	NEwton 4-4573	22	700	A	A	AC		.80	1.60
		CA		22	200					.90	1.80
		CU	TUxedo 7-4341	1,3,8,14A,22	200	A	A	AC		.80	1.60
		DL	NEwton 5-2861	5,10,1-A,53	6000	A	A	AC		.90	1.80
		EA	NEwton 4-3571	19,7,23,53A,10,19,52,9	4000	A	A	AC		.80	1.60
		Guest		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	NEwton 3-2491	1,9		A	A	AC			
		NA	TUxedo 5-2581	9,5,6,10,52,7,23	6000	A	A	AC		.90	1.80
		NE	NEwton 3-2431	6,22	200	A	A	AC		.90	1.80
		NW		52	200					.90	1.80
		PAA	NEwton 3-2491	2,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	TUxedo 7-3501	1,15	10000	A	A	AC		.90	1.80
		RM	SH-6743		10000	A	A	AC		.80	1.60
		TW	NEwton 3-6511	7,50	400	A	A	AC		.90	1.80
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6			A	A	AC		
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	5	250	C	C	KLP		.40	1.25
		CO	MUtual 2-1114	3,22	200	C	C	KLP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401	3	200	C	A	GTF		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9855	9	250	A	A	C	G	.60	1.65
					(4,000 via MEM)						
		CA	SHeridan 4-3327	3,22		A	A	C		.60	1.65
		EA	HUmboldt 1-4400	7,10	200	A	A	C	G	.60	1.65
		FT	HUmboldt 3-5000	Served through MEM	10000	A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,54	200	A	A	C		.60	1.65
		UA	HUmboldt 1-3800	9,10	300	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748	9,5,52	500	A	A	C	G	.55	1.30
		CA	PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	PArkway 9-8321	1	6000	A	A	C		.55	1.30
		NO	PArkway 2-8281	3,9	200	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456	3,54	200	A	A	C		.55	1.30
		WA	PArkway 1-3383	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-0225	3	200			MSP		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMK			See McAllen, Tex.							
MISSOULA, MONT.	MSO	NW	2-2471	4	200	C	A	GTF		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH	MOK	FL	AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401	7,23,16,52	4000	A	A	C		.55	1.60
		NA	DIamond 2-3521	9	400	A	A	C		.55	1.60
		SO	DIamond 2-0733	3	100	A	A	C		.55	1.60

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211.	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ	2-7591.	3,54.	200	A	C	PIA		.55	1.25
		UA	MOline 2-7701	9,6,10,5.	300	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV-4-9151	13,22A.	1000	C	C	C		.50	1.00
		MAR.	4-9181.								
MONROE, LA.	MLU	DL	FA-3-5116	9,3	300	C	C	MSY		.60	1.20
		SO	FA-5-4601	3	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA.		3	400						
MONTE VISTA, COLO.	MVS			See Alamosa, Colo.							
MONTEREY, CALIF.	MRY	FG	FRontier 2-7571	3,14,54	200	A	C	SFO	G	.55	1.10
		UA	FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7313	9,3	200	A	A	MSY	G	.40	.85
		EA	CHerry 7-7361	19,8,9.	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395.	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UNiversity 6-8344	7	200	A	C	AC		.35	.75
		AZ	Victor 2-6661	10,53	200	A	A	AZ		.45	1.00
		CP	UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	MElrose 1-3870.	19,52,7	200	C	C	A		No Service Available	
		KLM.	UNiversity 1-3411	7,10,15,23.	10000	A	C	AC		.35	.75
		NE	MElrose 1-8591.	22.	200	C	C	A		.50	1.25
		SN									
		TC	HUnter 9-5781	12,13,7,22,53C.	1500	A	A	A		.45	1.00
MONTROSE, COLO.	MTJ	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MRH	PI	PA-8-4734	3	100	C	C	C		.35	.75
MORGANTOWN, W. VA.	MGW	CA	2-3301.	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW			See Pullman, Wash.							
MOSES LAKE, WASH.	EPH			See Ephrata, Wash.							
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC ©	ATlas 8-3629.	3	200	C					
MUSKEGON, MICH.	MKG	CA	3-1870.	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MYRTLE BEACH, S. C.	MYR	PI	HIllcrest 8-6559.	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140.	9	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-6336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BN	ALpine 5-5323	10,9.	500	A	A	C		.55	1.10
		EA	ALpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	CHapel 2-4363	3,54.	200	A	A	C		.55	1.10
		SO	ALpine 4-0546	3	200	A	A	C		.55	1.10
		TW	ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963.	3	100	C				.75	1.50
NELSON, B. C.	YCG	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441.	3	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	MElrose 7-5151.	6	200	C	C	IMN		.55	1.10
		PI	MElrose 7-3972.	3	100	A	C	IMN		.55	1.10
NEW HAVEN, CONN.	HVN	AL	HObart 7-1610	9,19.	150	A	A	C		.55	1.25
		EA	HObart 7-6311	19.	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT			See Lafayette, La.							
NEW LONDON, CONN.	GON	AL	HIlltop 5-7405.	19.	150	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	9,5	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		EA	KEnner 4-3601	7,10,2J,5JA,52,9	4000	C	A	AC		.55	1.25
		NA	KEnner 4-3616	9,5,6,10,52	400	C	A	AC		.55	1.25
		PAA.	JAckson 2-6391.	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374.	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO	PHD	LC	4-2729.	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	MItchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52.	500	A	A	AC		1.00	2.00
		NE	ILlinois 7-3000	9,3,6,22.	200	A	A	AC		1.00	2.00
		NY	DEfender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,19.	400	A	A	AC		1.00	2.00
		UA	ILLinois 8-4900	5,6,10.	6000	A	A	AC		1.00	2.00
(Idlewild).	IDL	AA	HAvermeyer 4-7600	9,5,10,50,52,15	6000	A	A	AC	G	1.00	2.00
		AET.	OLympia 6-6160.	7	550						
		AERONAVES.	ST-6-7341	14A		A	A	AC			
		AF	OLympia 6-5800.	7	200	A	A	AC		1.00	2.00
		AVIANCA.	ST-6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10,53	440	A	A	AC		1.00	2.00
		BA	OLympia 6-5600.	11,8.	11100	A	A	AC			
		BN	OLympia 6-5243.	50.	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8.	200	A	A	AC		1.00	2.00
		Cubana		3,22,7.	200						
		DL	OLympia 6-5822.	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109.	6,7,10,19,52,23,53A	4000	A	A	AC			
		LH	OLympia 6-5560.	7		A	A	AC			
		LY	OLympia 6-5290.	8	650	A	A	AC			
		KLM.	WHitehall 4-3480.	2,10,15,23,8,7.	10000	A	A	AC		.55	1.75
		NA	OXford 7-8181	9,5,6,10,52,7,23.	10,000	A	A	AC		1.00	2.00
		NE	OLympia 6-5398.	9,3,6,22.	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	11,6,10,15A,2,52,53B.	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA.	ST-6-7341	2,6,10,50,15.	13000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748.	1,2,15.	10000	A	A	AC		1.00	2.00
		SAB.		14,9,5,15,10.	440						
		SN	JUdson 6-1050	5,6,15.	400	A	A	AC			
		SK	OLympia 7-8000.	5,6,10.	1000	A	A	AC			
		SR	PLaza 7-4433.	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	500	A	A	AC		1.00	2.00
		TRC.	OLympia 6-5997.	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	7500	A	A	AC		1.00	2.00
		UA	OLympia 6-5777.	15,10,53.	6000	A	A	AC		1.00	2.00
(Newark).	EWR	AA	MArket 3-4062	9,5,15,10,52.	6000	A	A	AC	G	1.00	2.00
		AL	MItchell 3-3888	3,19,9.	150	A	A	AC		1.00	2.00
		BN	MArket 3-2041	10.	200	A	A	AC		1.00	2.00
		CA	MItchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		DL	MArket 3-3543	1-A,10.	6000	A	A	AC		1.00	2.00
		EA	MItchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FTL.	MArket 4-3700	23.	10000	A	A	AC		1.00	2.00
		MO	MItchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	MArket 4-1953	9,5,6,10,7.	400	A	A	AC		1.00	2.00
		NW		6,10.	200	A	A	AC		1.00	2.00
		NY	MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	MArket 3-5640	8,7,19.	400	A	A	AC		1.00	2.00
		UA	MArket 2-2369	15,10,6,3	60000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH-6-4421	3	200	C	D	DEN			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Exp	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
NEWPORT, VT.	EFK	NE Seasonal	1099.	3	200	C		C			
NEWPORT, ORE.	ONP	WC.	UNion 7-3373.	3	150			PDX		No Service Available	
NEWPORT NEWS, VA.	PHF	CA.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	LYric 6-1571	3,6	200	C	C	C		.55	1.35
		PI.	LYric 6-2621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.65	1.95
		CA.		Served through Buffalo N. Y.						.65	1.95
		MO.		Served through Buffalo N. Y.						.65	1.95
		AL.		Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA ©	OME	ASA	MAin 199.	3,4	1000					.90	1.00
NORFOLK, NEB.	OFK	FL.	FRontier 1-0415	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	5,6	400	A	C	C		.55	1.25
		PI.	ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		RD.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.	3366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA ©	OHC	AS.		3	500						
NORTH HOLLYWOOD, CALIF. ©	---	LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		19.	200					No Service Available	
OAKLAND, CALIF.	OAK			See San Francisco, Calif.							
OCALA, FLA.	OCA	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561	5	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.10
OGDENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL			See Franklin, Pa.							
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6578.	9,3,10.	600	A	A	DAL	G	.60	1.20
		BN.	MUtual 5-5113	9,3,32.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	FLeetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9,5	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10,15,500	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yukon 6-6724.	3,54.	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF. ©		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,10,23,52.	5000	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3105.	3,9	200	C	C			.65	1.25
OSSINING, N. Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22.	300	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.	MUrray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	PC.	HUnter 3-4614	19,54	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	EVV		.55	1.85
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	MIdway 5-2404	3	200						
PALATKA, FLA.	PLK	RD.		1 (Demand Service)	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.		See Lancaster, Cal.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5053	3,54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		SD.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		FI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GEG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.	1700.	19,54	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R. I.	PPZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO			See Ontario, Ore.							
PEARL RIVER, N. Y.	PJR										
PECOS, TEX.	PEQ	TT.	NI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CHestview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.	CHestview 6-2461.	3	150	C	A	GeG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	OKK			See Kokomo, Ind.							
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10,50	6000	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	5,6,23,52	4000	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	50.	600	A	A	C		.60	1.55
		RD.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	9,15,6,10,53.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	AlPine 8-6761	3,10.	600	C	C	DUG	G	.55	1.40
		BL.	AlPine 8-8466	3,54.	200	C	C	DUG		.55	1.40
		FL.	BRidge 5-7521	3,9	200	C	C	DUG		.55	1.40
		TW.	BRidge 5-5487	8,7	250	C	C	DUG		.55	1.40
		WA.	BRidge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.	CApital 4-5846.	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612.	3	150	C		MEM		.50	1.00
PINEHURST, N. C.	SOP	PI.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,5A.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255.	5	250	A	A	C	G	.80	1.55
		AL.	SPaulding 1-3514.	3,19.	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100.	9,7,19,52	200	A	A	C		.80	1.55
		LC@	SPaulding 1-4938.	3	200	A	A	C			
		NW.	SPaulding 1-1000.	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240.	8,7,19,50,23.	3000	A	A	C		.80	1.55
		UA.	FEderal 1-6137.	10.	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	2-8635.	3	100	C	C	BDL		.55	1.30
		NE.	9857.	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	1983.	19.	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-8756.	9	200	C	C	GTF	G	.55	1.15
		WC.	CEdar 2-3584.	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.®	JPO	LX.		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	RAgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CIM		GLencourt 7-3101.	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9.	200	C	A	C		.55	1.50
		TT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	ATlantic 8-5073	4,6	1000	A	A	C	G	.65	1.50
		FT.	ATlantic 1-1158	1	10000	A	A	C		.65	1.50
		NW.	ATlantic 7-1103	4,6,10,2,52	2000	A	A	C		.65	1.50
		PAA	CApitol 7-6673.	30.	600	A	A	C		.65	1.25
		PC.	ATlantic 8-6101	19,54	200						
		PN.	ATlantic 8-5043	3,4,8		A	A	C		.65	1.50
		UA.	ATlantic 7-2411	9,6,10,5,53,50C,15.	400	A	A	C		.65	1.50
		WA.	ATlantic 7-3221	6,52.	200	A	A	C		.65	1.50
		WC.	ATlantic 8-5551	3	150	A	A	C		.65	1.50
PORTSMOUTH, OHIO®	PMH	LC.	BLackburn 9-6321.	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4222.	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.	252	3	200	C	C	DUG		.65	1.20
		FL.	MI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE.	4931.	3	200	A	A	MUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213.		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	REgent 9-3100	9,19.	150	A	A	C		.50	1.35
		EA.	REgent 7-9616	8,10.	200	A	A	C		.50	1.35
		FT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	REgent 9-1405	5	200	A	A	C		.50	1.35
		NE.	UNion 1-3300.	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,5.10.	300	A	A	C		.50	1.50
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316.	3,22.	200	C	A	DEN	G	.55	1.25
		FL.	WHitney 8-3323.	3	200	C	A	DEN		.55	1.25
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761.	3	150	C	C	GEG		.50	1.50
QUEBEC CITY, QUE.	YQB	TC.		22.	600	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	CP.		3	200	C	C				
QUINCY, ILL.	UIN	CZ.	BAldwin 2-3442.	3,54.	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22.	150	C	A	C	G	.70	1.50
		EA.	TEmple 2-7380	8,19,7,9.	200	A	A	C		.70	1.50
		PI.	VAnce 8-5721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA.	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	EAst 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	AL.	FRanklin 4-4508	3,19.	150	A	C	PHL		.45	1.35
		WA.	FRanklin 5-8565	19.	200	A	C	PHL		.45	1.35
		CA.	4-4947.	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 2-7701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	CHestnut 3-1211	3,54.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC.		(See Bend, Ore.)							
REGINA, SASK.	YQR	TC.	LAurence 2-5622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH@	REH										
RENO, NEV.	RNO	BL.	FAirview 9-0001	3,54.	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-1020	9,5,6,10.	400	C	C	SFO		.50	1.25
		WA.	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC			See Pasco, Wash.							
RICHMOND, IND.@	RID	LC.	4-1121.	3	200						
RICHMOND, VA.	RIC	AA.	FAirfield 2872.	9	500	A	A	C	G	.45	1.25
		CA.	7-4609.	22,4.	150	A	A	C		.45	1.25
		EA.	FAirfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	9,6	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YRW	QBA		3	400						
RIVERSIDE, CALIF.	JRD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	RIC		.45	1.00
		PI.	EMpire 6-0381	19.	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4591	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709.	4	200	C	A	C		.35	.85
		OZ.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	9,5,10,15,50C,52.	500	A	C	AC	G	.55	1.25
		CA.	BEverly 5-8524.	3,4,8,22.	250	A	C	AC		.55	1.25
		FT.	BAker 5-1473.	Served Through Buffalo N. Y.						.55	1.25
		MD.	FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	5-0661.	3,54.	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144.	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521.	19.	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA			See Utica, N. Y.							
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231.	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22.	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WC.	ORchard 8-7402.	3	150	A	A	GFT		No Service Available	
RUTHERFORD, N. J.	RTF	NY.		20.	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6990	19.	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GArden 8-7200	19,3,54	200	A	C	SFO	G	.60	1.35
		UA.	GArden 1-1000	9,5,6,10.	400	A	C	SFO		.60	1.35
		WC.	GArden 1-2640	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004.	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371.	3,22,4.	250	C	C	C		.70	1.45

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Express	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Maximum
SAGUENAY, QUE.	YBG	TC.		22.	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC.	3-1231.	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC.	2370.	13,22	1000	C	C	C		.50	1.00
		MAR		3,1,4	500	A	A	A			
ST. JOSEPH, MICH.				See Benton Harbor							
ST. JOSEPH, MO.	STJ	FL.	ADams 4-7919.	3	200	C	C	C		.55	1.35
		OZ.	ADams 2-6066.	3,54.	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA.	PArkview 5-5510	9,5,10,15,52,50C.	7000	A	A	C	G	.60	1.60
		BN.	PErshing 1-2243	9,22.	200	A	A	C		.60	1.60
		CN.	PErshing 1-2231	3	200	A	A	C		.60	1.60
		DL.	PErshing 1-2194	9,5,10,1-A.	6000	A	A	C		.60	1.60
		EA.	PErshing 1-0510	9,19,10,52.	200	A	A	C		.60	1.60
		OZ.	PErshing 1-0990-J	3,54.	200	A	A	C		.60	1.60
		TW.	GEneva 6-4800	8,7,19,50,23.	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP			See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PIE	EA.	HEmlock 5-2121.	7,9,52,8,10,19.	200	A	C	AC	G	.75	1.90
		DL.	HEmlock 6-7754.	5	300	C	C	AC	G	.75	1.50
		NA.	HEmlock 5-2161.	9,52.	200	A	C	AC		.75	1.50
		NE.	TAmpa 7-8492.	Served Through Tampa	200	A	C	AC			
		NW.		52.	200						
		RD.	REdwood 6-1351.	1	6000	A	C	AC		.75	1.50
		TC.	5-7611.	Served Through Tampa							
		TW.		Served Through Tampa							
SALEM, ORE.	SLE	UA.	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC.	JUstice 1-2448.	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO.	TAylor 7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA.	HArrison 4-7686	9,6	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL.	3158.	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL.	DAvis 8-8656.	3,54.	200	A	C	DEN	G	.40	1.10
		FL.	EMpire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA.	DAvis 8-8044.	9,5,6,10,15,50c.	6000	A	C	DEN		.40	1.10
		WA.	DAvis 2-0186.	9,6,52.	200	A	C	DEN		.40	1.10
		WC.	DAvis 8-0976.	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO.	7196.	3,22	200	C	C	SAT		.50	1.10
		TI.	8193.	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA.	TAylor 4-1401	5,15.	6000	A	A	C	G	.55	1.10
		BN.	TAylor 2-3351	52,9,50	500	A	A	C		.55	1.10
		CMA	CA-5-6303	4,5		A	A	C			
		CO.	TAylor 6-8591	10,5,6.	400	A	A	C		.55	1.10
		EA.	TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT.	TAylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT.	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LX ©		20.	200	C		LAX			
	ONT	WA.	YUkon 6-1119.	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA.	CYpress 6-6128.	5,10.	600	C	A	AC	G	.65	1.50
					(10,000 Via LAX)						
		BL.	CYpress 6-6144.	3,54.	200	C	A	AC		.65	1.50
		FT.	CYpress 6-6273.	Served through BUR	6000	C	A	AC		.65	1.50
		UA.	BElmont 4-7171.	9,5,6,10,50c.	400	C	A	AC		.65	1.50
		WA.	CYpress 8-8861.	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YZP	CP.		3	200						
SAN FRANCISCO, CALIF.	SFO	AA.	YUkon 2-4620.	5,15,50,10.	6000	A	A	AC	G	.80	1.70
		FT.	PLaza 5-9405.	1,15,23	10000	A	A	AC		.80	1.70
		JL ©	JUno 3-3612	6	600	A	A	AC			
		PAA	EX-7-1414	15,10,50.	4000	A	A	AC		.80	1.70
		PC.	PLaza 5-9200.	3,19,54	200	A	A	AC		.80	1.70
		TW.	YUkon 2-5800.	8,7,50,23	7500	A	A	AC		.80	1.70
		UA.	JUno 8-2424,								
			JUno 8-1443	9,5,15,6,10,53,50C.	6000	A	A	AC		.80	1.70
		WA.	PLaza 6-0677.	6,52.	200	A	A	AC		.80	1.70
		WC.	PLaza 6-8555.	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC.	CYpress 5-5408.	3,19,54	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO.	SJU	DL.	9-0045.	9	200		A	AC			
		AVIANCA		7							
		EA.	9-0020.	10,6,23,53A	4000	C	A	AC		.60	1.35
		PAA	2-5000.	2,6,10,50	6000		A	AC		.60	1.35
		RD.	9-0360.	1,2	6000	C	A	AC		.65	1.35
		TNC	SAn Juan 9-0037	4,6,2	4000	C	A	AC			
SAN LUIS OBISPO, CALIF.	PRB	PC.	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL.	KImberly 5-1146	3,54.	200	C	C	LAX		.65	1.50
	JSA	LX ©		20.	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC.	WOodland 8-5121	19,54	200		C	LAX		No Service Available	
		UA.	WOodland 7-1255	9,6	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC			See San Jose, Calif.							
SANTA CRUZ, CALIF.	WVI										
SANTA FE, N. M.	SAF	CO.	YUcca 3-6397.	3,22.	200	C	C	ELP	G	1.05	1.10
		TW.	3-6671.	8	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC.	WAlnut 5-8835	3,19,54	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF. ©	SMO	LX.		20.	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC.	LIberty 2-7095.	3,19.	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA.	2052.	19.	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA.	ELgin 5-6447.	9,52.	200	A	C	TPA		.50	1.00
		RD.		(Demand Service)						.50	1.00
SASKATOON, SASK.	YXE	TC.	8224.	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	INR	CA.	MElrose 2-3371.	3,4	250	C	C	AC	G	.50	1.00
		MO.	MElrose 2-3371.	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	TC.	ALgoma 6-5666	22.	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL.	ADams 3-0267.	9,3	300	A	A	C	G	.75	1.50
		EA.	ADams 3-6651.	19.	200	A	A	C		.75	1.50
		MA.	ADams 6-8234.	9,6	200	A	A	C		.75	1.50
		FL.	MElrose 5-2067.	3	200	C	C	DEN		.55	1.10
SCOTTSBLUFF, NEB.	BFF	QBA		3	400						
SCHEFFERVILLE, P. Q.	YKL			See Wilkes-Barre, Pa.							
SCRANTON, PA.	AVP									.60	1.65
SEATTLE, WASH. (Seattle Tacoma).	SEA	AS.	CHerry 2-0600	4,6	1000	C	C	AC	G	.60	1.65
		NW.	CHerry 4500	6,10,15A,4,2,52,53B	2000	C	C	AC		.60	1.65
		PAA	MA-4-2121	6,50.	600	C	C	AC		.60	1.65
		PN.	CHerry 3-1079	4,8,16.		C	C	AC		.60	1.65
		TC.	CHerry 2211	3	300	C	C	AC		.60	1.65
		UA.	CHerry 4-4000	9,6,10,5,53,50C,15.	400	C	C	AC		.60	1.65
		WA.	CHerry 3-5800	6,52.	200	C	C	AC			
SEATTLE, WASH. (Boeing Field).	BFI	FT.	PArkway 3-5916.	1	10000	C	C	AC		.60	1.65
		WC.	PArkway 5-5500.	3	150	C	C	AC		.60	1.65
SELMA, ALA.	SBS	DL.	4-7581.	3	200	C	C	ATL		.65	.90
		SO.	TRinity 4-7581.	3	100	C	C	ATL			
SEVEN ISLANDS, QUE.	YZV	TC.		22.	600	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA.	EVergreen 3-5521.	19,9.	200	C	A	BHM		.35	.75
		SO.	EVergreen 3-4581.	3	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA.	OAchard 4-2424.	6	200	C	C	CYY		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SHERMAN, TEX.	SWI	CN.	TWinbrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.35
		DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.35
		TT.	6-4571.	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542.	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	53 8-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	3	200	A	C	OMA		.45	.95
		NO.	8-0591.	3	200	A	C	OMA		.45	.95
		OZ.	5-6308.	3,54.	200	A	C	OMA		.45	.95
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.55	1.10
		NO.	EDison 4-9943	3	200	C	C	MSP		.55	1.10
		WA.	4-4994.	9,6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.		1,3,6,9	200						
SOUTH BEND, IND.	SBN	FT.	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC©	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.55	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.55	1.20
		UA.	CEntral 2-4811.	9,6,5	300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	FL.	2-8941.	3	100	C	C	HOU		1.00	1.00
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL		.45	1.10
		EA.	3-6326.	19.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	57.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	MAdison 4-3213.	4,6,10,2	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,6,	300	A	A	C		.60	1.75
		WC.	RI-7-7114	3	150	A	A	C		.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464.	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677.	3,54.	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-9675	Served Through Hartford.						.65	1.25
		NE.	NAtional 3-4418	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO©	SGH	LC.	ENterprise 5-6408	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785.	20.	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB			See Philipsburg, Pa.							
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.	3132.	13,22	1000	C	C	AC		.35	.75
		MAR	3-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.©	HOward 6-2361	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD	933	1 (Demand Service)	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248.	22.	400	C	C	C		.50	1.00
SUN VALLEY, IDA.	SUN	WC.		3	150			GEG			
SUPERIOR, WISC.				See Duluth							
SWIFT CURRENT, SASK.	YYN	TC.	2945.		200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.	4546.	13,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-2423	9,5,10,52	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW.		(See Seattle)							
TALLAHASSEE, FLA.	TLH	EA.	3-3802.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.								.75	1.50
		EA.	REdwood 6-2461.	8,7,19,9,52,10.	300	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447	5,14.	2000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833.	9,5,6,52,10	400	A	A	AC		.75	1.50
		NE.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	13,22	350	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
		ASA	HEmlock 5-2151.	1		A	A	AC			
TEMPLE, TEX.	TPL	CO.	PR-3-5222	3	200	C	C	SAT	G	.55	1.35
		TT.	PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	YXT	CP.	152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC©	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.	9	200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	MUrdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22.	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C		.45	1.50
		EA.	HOlland 7-2311.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit	Mich.					.45	1.35
		LC	UN(Holland)5-2358	3	200	C	A	C			
		TW.	CHerry 4-8343	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-5261	9,6,5	300	C	A	C		.45	1.50
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671.	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-4365	9,5,52.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.	EMpire 6-9471	12,13,7,22,53C.	500	A	A	A		.45	1.50
TRAIL, B. C.			1388.	9 See Castlegar	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 7-5955.	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AA.	TUxedo 2-4100	3	150	C	A	PHL		.55	1.10
TUCSON, ARIZ.	TUS	AA.	MAin 3-4911	5,10.	250	A	A	DUG	G	.78	1.50
		FL.	AXtel 4-2677.	3,9	200	A	A	DUG		.78	1.50
		TW.	MAin 3-5438	8	250	A	A	DUG		.78	1.50
TULLAHOMA, TENN.	THA	SO.								No Service Available	
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9,5	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-8431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PL-2-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL			See Sheffield, Ala.							
TWIN FALLS, IDA.	TWF	WC.	REdwood 3-6721.	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNALAKEET, ALAS.		AE.								No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	SO.	2498.	3	100					No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
URBANA, ILL.	CML			See Champaign, Ill.							
UTICA, N. Y.	UCA	MO.	6-9375.	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.		22.	350	C	C	C		.50	1.00
VALDOSTA, GA.	VLD	SO.	CHerry 2-8945	3	100	C	C	JAX		.60	1.35
VALENTINE, NEB.	VTN	FL.	82.	3	200			OMA		No Service Available	
VANCOUVER, B. C.	YVR	TC.	TAtlow 6301	12,13,3,7,22,53C.	500	C	C	C		.35	1.00
		UA.	CRestwood 8-2177.	6,5	300	C	C	C		.45	.85
		CP.	MUtual 3-9211	3,6,9,14A	500	C	AC	C		.70	1.90
VENTURA, CALIF.	OKR			See Oxnard, Calif.							
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-3456	19.	200	A	A	PBI		.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.75	1.50
VICTORIA, B. C.	YYJ	TC.	2-5147.	3	300	C	C	C		.35	.75
VICTORIA, TEX.	ACE	TT.	HI-5-2341	3	150	C		SAT		.50	1.70
VIRGINIA BEACH, VA.	ORF	PI.	UL-5-4761	3					G		
VISALIA, CALIF.	VIS	UA.	REdwood 4-9293.	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PL-4-3561	9	200	C	A	DAL	G	.55	1.25
		CO.	PLymouth 4-4618	3	200	C	A	DAL		.55	1.25
WALLA WALLA, WASH.	ALW	UA.	JAckson 5-5860.	9	200	A	A	GEG		.75	1.35
		WC.	JAckson 9-0780.	3	150	A	A	GEG		.75	1.35
WASHINGTON, D. C.	DCA	AA.	EXecutive 3-6460.	9,5,15,10,50,52	6000	A	A	AC	G	.65	1.50
		AL.	DIstrict 7-9840	3,19,9.	150	A	A	AC		.65	1.50
		BN.	STerling 3-6280	10.	500	A	A	AC		.65	1.50
		CA.	STerling 3-3000	3,4,8,22.	250	A	A	AC		.65	1.50
		DL.	DIstrict 7-9640	9,10,8.	300	A	A	AC		.65	1.50
		EA.	REpublic 7-6880	10,8,6,7,19,52.	200	A	A	AC		.65	1.50
		HA.	DIstrict 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	STerling 3-3931	6,22.	200	A	A	AC		.65	1.50
		NW.	STerling 3-9014	10,6,52	200	A	A	AC		.65	1.50
		PAA	REpublic 7-5700	50.	400	A	A			.65	1.50
		PI.	DIstrict 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.	Served Through Baltimore, Md.							.65	1.50
		TW.	STerling 3-4221	8,7,19.	400	A	A	AC		.65	1.50
		UA.	STerling 3-0895	10,6,5.	300	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	ADams 4-6835.	9	500	C	C	FIA		.55	1.35
		OZ.	ADams 2-0042.	3,54.	200	C	C	FIA		.55	1.35
WATERTOWN, N. Y.	ART	EA.	TEnnyson 6-3311	19.	200	C	C	A	G	.45	.85
		MO.	TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	TRinity 2-2133.	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y. T.	YQH	CP.		1,3,6,9	200						
WAUSAU, WISC.	AUW	WO.	VIking 2-2096	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400.	19.	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	PI.	Weyer Care 2761	3	100	C	C	DCA		.70	1.40
WENATCHEE, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE			See Helena, Ark.							
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-0621	10.	200	A	A	AC		.40	1.35
		EA.	OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		HA.	OVerland 3-1255	9,52.	200	A	A	AC		.40	1.35
		RD.	TEmple 3-2548	1,15.	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF			See Springfield, Mass.							
WHEELING, W. VA.	HLG	AL.	WOodsdale 944	3,19.	150	C	C	PIT	G	.50	1.10
		CA.	WOodsdale 3308.	3	150	C	C	PIT		.50	1.10
		TW.	CRestview 7-1500.	19.	250	C	C	PIT		.50	1.10
WHITEHORSE, Y. T.	YXY	PAA	2191.	6	600		A	C			
		CP.	2211.	3,6,9	500	C	C	C			
WHITE PLAINS, N. Y.	HPN	MO.	8-5555.	3	200	C		LGA		.60	1.20
		NY.		20.	200	C		LGA		.60	1.20
		PA.	ST-6-7341	See New York							
WHITE RIVER JCT., VT.	LEB	ME.	LEb 1040.	3	200	C	C	BTV		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52.	2000	A	A	MKC		.60	1.20
		CO.	WH-3-4241	22,5.	200	A	A	MKC		.60	1.20
		CN.	WHitehall 3-3275.	3	200	A	A	MKC		.60	1.20
		CE.	WHitehall 3-4191.	3,54.	200	A	A	MKC		.60	1.20
		TW.	AMherst 5-9613.	8,7	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520.	9	200	A	A	DAL		.75	1.50
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	OLympic 4-6708.	9	250	C	C	PHL		.65	1.50
		AL.	OLympic 5-1772.	3,19.	150	C	C	PHL		.65	1.50
		EA.	OLympic 4-6649.	19.	200	C	C	PHL		.65	1.50
		TW.	OLympic 5-1171.	19.	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B. C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-2416.	3,19.	150	A	C	PIT		.60	1.30
		CA.	8635.	3	150	A	C	PIT		.60	1.30
		TW.	8-8683.		250	A	C	PIT		.60	1.30
WILLISTON, N. D.	ISN	FL.	GReenfield 3-6019	3	200	A	A	OFK		No Service Available	
WILMINGTON, CALIF.	WGM	LX.		20.	200			LAX			
WILMINGTON, DEL.	ILG	AL.	EAst 8-3190	3	150	A	A	C		.65	1.55
		EA.	EAst 8-5671	19.	200	A	A	C		.65	1.55
WILMINGTON, N. C.	IMN	MA.	ROger 3-6262	9	200	A	C	C	G	.55	1.50
		PI.	ROler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 3-1000	Served Through Detroit, Mich.						No Service Available	
		TC.	CLearwater 4-1111	22.	300	C	C	C		.30	1.00
WINNIPEG, MAN.	YWG	CP.	WHitehall 3-8421.	14A	500	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22,53C.	1000	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	WO.	8-2144.	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	28 9-2811	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	4-9382.	3,22.	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19.	200	A	A	C		.35	1.10
		PI.	PArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	STE			See Stevens Point, Wisc.							
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	OTF		No Service Available	
WOONSOCKET, R. I.	SFZ	NE.	POplar 2-6230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 7-4367	9,3	200	A	C	C	G	.45	1.45
		NE.	SWift 9-4431.	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	FIreside 7-2142.	3	200	C	C	OTF		No Service Available	
WORTHINGTON, MINN.	OTG	MO.	3-6655.	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	GLencourt 3-9934.	4,6	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA.	YAK	PN.	4	16.	200					.60	1.00
YANKTON, S. D.	YKN	NO.	NOrth 5-7109.	3	200	C	C			No Service Available	
YARMOUTH, N. S.	YQI	TC.	1287.	22.	300	C	C	C		.50	1.00
YORKTON, SASK.	YQV	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	LIberty 5-9413.	3,6	250	A	C	CAK	G	.50	1.60
		LC.	LIberty 5-2511.	3	200	A	C	CAK			
		UA.	LIberty 5-9744.	6,5	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV			See Marysville, Calif.							
YUMA, ARIZ.	YUM	BL.	SUnset 2-1871	3,54.	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO	ZZV	LC.	GLadstone 2-7561.	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All Air Freight	Santa Barbara, Calif.	Pacific	
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.	Capital	
Live Animals	Through Chicago.	Ozark	
Live Animals	Between Eureka/Arcata and points north.	Pacific	Not accepted on Martin or F-27 Aircraft.
Meat, Meat Products	Off line points within Mexico.	American	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.	Air Freight Services							Equipment			Protective Services					Special Services							
					Air/Truck		Note 3				Attendants Note 1					"PRI" or "HOLD"	Note 2						
Carriers	Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Joint Tariffs	Separate Tariffs	CAF/BAF/RAF/RC/PAF	Combination Aircraft	All Cargo Aircraft	Speedpak	Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Baggage	Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls	
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X		
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X		
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X		
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X		
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X		
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X		
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X		
CARIBBEAN ATLANTIC AIRLINES, INC.								X															
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X		
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X		
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X		
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X		
ELLIS AIR LINES								X															
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X	
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X			X		
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X		
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X		
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X		
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X		
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X		
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X		
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X				
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X		
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X		
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X		
PACIFIC NORTHERN AIRLINES, INC.	X							X		X													
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X				
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X				X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X		
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X		
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X				
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X		
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X		
TRANS CARIBBEAN AIRWAYS								X	X														
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X		
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X		
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X		
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X		
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X		
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X		

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

UMI

AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.).	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A, (Comb.).	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82.	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
De Haviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53, 53A, 53B	G-24
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 Chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
	B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
	C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6	A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
	B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
	C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9	A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
	B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
	C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12	A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
	B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
	C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15	A	293	256	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
	B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
	C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18	A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
	B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
	C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21	A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
	B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
	C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24	A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
	B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
	C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27	A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
	B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
	C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30	A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
	B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
	C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33	A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
	B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
	C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36	A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
	B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
	C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	265	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
66																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
66						111	108	105	102	100	98	95	94	93													

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

UMI

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 23"x28"x44"
CP..... 24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31	
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	18	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100			
6	A	211	211																			
	B	200	200																			
	C	200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	85	76	76					
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	85	85	76	76	70					
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63
44	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
64	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64		
68	B	89	89	89	89	89	89	89	89	89	89	89	89	85								

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	132	100	202	177	158	142			128	117	110	107	105	93	69		59	56		49	46	39	
	B	132					100	100		100	100		100		100	100		100	100		100			100	100
	C	132					100	100		100	100		100		100	100		100	100		100			100	100
3	A	110	100	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	100					100	100		200	200		200		200	200		200	111	100				100	100
4	A	110	100	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	100					202	170		170	170		170		170	170		170	101	100				100	100
5	A	110	100	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	100					158	137		137	137		137		137	137		137	137	100	100			100	100
6	A	110	100	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	100					158	127		127	127		127		127	127		127	127	100	100			100	100
7	A	110	100	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	100					142	128		126	126		126		126	126		126	126	100	100			100	100
8	A	110	255	197	176	156	139			128	116	109	106	104	65	60		59	50		45	41			
	B	100					148	134		134	134		134		134	134		134	134	100	100			100	100
9	A	100	255	197	176	156	139		126	116	109	105	104	65	60		59	50		45	41				
	B	100	—	—	—	—	128	134		116	116		116		116	116		116	100	100				100	100
10	B	100	—	—	—	—	124	134		108	108		108		108	108		108	100	100				100	100
11	A	90	243	193	171	153	137		124	115	109	105	103	65	60		59	50		45	41				
	B	100					124	134		108	108		108		108	108		108	100	100				100	100
12	B	100					124	134		108	104		104		104	104		104	100	100				100	100
13	A	100	234	190	168	150	135		122	113	108	104	101	65	60		59	50		45	41				
	B	100	—	—	—	—	121	134		108	104		104		104	104		104	100	100				100	100
14	B	100	—	—	—	—	124	134		108	104		101		101	101		101	100	100				100	100
15	A	100	225	186	165	147	133		121	112	107	104	101	65	60		59	50		45	41				
	B	100					124	134		108	104		101		101	101		101	60	60				60	60
16	A	100	218	181	162	144	130		119	111	106	103	100	65	60		59	50		45	41				
	B	100					124	134		108	104		100		100	100		100	60	60				60	60
17	B	100					124	134		108	104		100		100	100		100	60	60				60	60
18	A	100	218	181	162	144	130		119	111	106	103	102	57	52		48	45		42					
	B	100					124	134		108	104		100		80	80		80	62	62				62	
21	B	100					124	134		108	104		100		62	62		62	62	62				62	
24	A	100	212	177	158	141	126		118	110	105	102	101	57	52		48	45		42					
	B	100					124	134		108	104		100		52	48		45	42	42				42	
25	B	100					124	134		108	104		100		48	45		29	29	29				29	
26	A	100	206	174	155	139	126		116	109	104	101	101	29	29		29	29		29					
	B	100					124	134		108	104		100		48	29		29	29	29				29	
28	A	100	200	170	152	137	124		114	108	104	101	100	29	29		29	29		29					
	B	100					124	134		108	104		100		45	29		29	29	29				29	
29	A	100	197	168	150	135	122		112	106	102	100	100	29	29		29	29		29					
30	A	97	194	166	148	133	121		111	105	101	100	100	29	29		29	29		29					
32	A	93	187	160	143	129	118		108	102	99	97	97	29	29		29	29		29					
34	A	89	180	154	138	125	115		105	100	97	95	95	29	29		29	29		29					
36	A	86	173	149	133	121	111		102	97	94	92	92	29	29		29	29		29					
38	A	82	166	143	128	116	107		99	94	91	89	89	29	29		29	29		29					
40	A	79	159	137	123	112	103		95	90	87	85	85	29	29		29	29		29					
42	A	75	152	131	117	107	98		91	86	83	82	82	29	29		29	29		29					
44	A	72	145	125	112	102	94		87	83	80	78	78	29	29		29	29		29					
46	A	68	138	119	107	97	90		84	79	76	75	75	29	29		29	29		29					
48	A	65	131	113	101	93	85		80	75	73	71	71	29	29		29	29		29					
50	A	61	124	107	96	88	81		76	72	69	68	68	29	29		29	29		29					
52	A	58	117	101	91	83	77		72	68	65	64	64	29	29		29	29		29					
54	A	54	110	95	85	78	72		68	64	62	61	61	29	29		29	29		29					
56	A	51	103	89	80	73	68		64	61	58	57	57	29	29		29	29		29					
58	A	47	96	83	74	68	63		60	57	54	53	53	29	29		29	29		29					
60	A	44	89	77	69	63	59		56	53	51	50	50	29	29		29	29		29					
62	A	40	82	72	64	58	54		52	50	47	46	46	29	29		29	29		29					
64	A	37	75	66	59	53	50		48	46	44	43	43	29	29		29	29		29					
66	A	33	68	60	53	48	46		44	42	40	39	39	29	29		29	29		29					
68	A	30	61	54	48	44	42		40	38	36	36	36	29	29		29	29		29					
70	A	26	54	48	43	39	38		36	34	33	32	32	29	29		29	29		29					
72	A	23	47	42	38	35	34		32	31	29	29	29	29	29		29	29		29					
74	A	19	40	36	33	31	30		29	27	26	26	26	26	26		26	26		26					
76	A	16	33	30	28	26	26		25	24	23	23	23	23	23		23	23		23					
78	A	12	26	24	23	22	22		21	20	20	20	20	20	20		20	20		20					
80	A	9	19	18	18	17	17		17	16	16	16	16	16	16		16	16		16					

A-applicable only to TCA
B-Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55	
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55	
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55	
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55	
18	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55	
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	73	68	60		
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60		
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60			
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60			
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60			
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60			
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55			
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55			
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55			
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60					
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55					
41	170	145	135	130	130	115	110	105	95	90	80	70	68	60	55					

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108	
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97	
9	189	173	158	150	144	137	131	126	121	116	111	106	102	98	94	89	83	77
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77	
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68	
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60	
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54	
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49	
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45	
Width	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41	
only (in	83	79	76	73	71	68	67	64	62	60	57	53	49	45	41	38	
inches)	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34	

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

9 CONSOLIDATED CONVAIR

Applicable to HA and TW

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

Second Dimension (In Inches) \ First Dimension (In Inches)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
64	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
68	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
96	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		
100	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27			
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27				
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27					
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27						
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27							
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27								
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27									
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27										
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27											
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27												
140	27	27	27	27	27	27																				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)

LINE		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	85	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72				
	B												70	70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	60	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A															30	30	30							
	B															46	46	46	46	46	46	46	46	46	–
	C															48	48	48	48	48	48	48	48	48	45
	D															46	46	46	46	46	46	46	46	46	41
28	A																30	30							
	B																46	46	46	46	46	46	46	46	–
	C																48	48	48	48	48	48	48	43	43
	D																46	46	46	46	46	46	46	46	40
30	C																	48	48	48	48	48	38	38	38	38
32	C																		48	48	48	36	36	36	36
34	C																		48	48	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and FL
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 96"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

WIDTH (IN INCHES) \ HEIGHT (IN INCHES)

	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

UMI

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47		
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47					
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES) | WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	105	101	85	81	77	
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15–A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	80	81	82	83	84	85	86	87	88	89	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	323	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	546	530	511	504	496	472	458	432	417	404	387	372	363	354
15	560	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Width only (In Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

WIDTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	80	83
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	8	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	86
8	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
30	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
32	300	300	300	300	300	300	300	290	260	187	187	187	165	165	165	165	165	165	165
34	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 186	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(206) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(200) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	58
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

UMI

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	122	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	129	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A–B – TWA, PAA
C – AAL
D – CAL, BNF, WAL

A – Use when package weighs less than 50 kilos and may be turned on side for loading.

B – Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

52 LOCKHEED ELECTRA

HEIGHT (INCHES)	PACKAGE LENGTHS (INCHES): 5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61	
18	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	

53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES: 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53B DOUGLAS DC-8
Applicable to EA and NW Only
HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	236	226	229	224	222	220	217	215	209	
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	PT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(2-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	A(2-23-26)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2a42a)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	(E)	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

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SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MO	NA
Alcoholic Beverages	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	M	A(4-5)
Human remains, Infant	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	THC	TT	TW	UA	WA	WC
Alcoholic beverages	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(41)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents.	A	N	N	A	A	A	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls.	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length.	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	N	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.

   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.

8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft — Up to 60 inches
    Viscount aircraft — Up to 56 inches
    North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda. New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

UMI

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

C-46

618 ③	581 ✈	583 ✈	Read Down	Read Up	584 ✈	582 ✈	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
	0700		Ar MARACAIBO	Lv		0720	
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

C-47

692 ① ③⑥	620 ② ⑤⑦	Read Down	Read Up	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

IL-12

125 ✈	Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

DC-4

2481 ③	2491 ②⑤ ⑥	750 ②④ ⑤	896 Ex. ①⑦	Read Down	Read Up	897 Ex. ①⑦	751 ②④ ⑤	2480 ② ③ ⑤⑥
0500	0500	1120	0200	Lv PARIS, Orly	Ar	0735	2330	2200
			0335	Ar LONDON, Airport Central	Lv	0600		
		1310		Ar FRANKFURT, Rhein Main	Lv		2130	
		1440		Lv FRANKFURT, Rhein Main	Ar		2005	
		1620		Ar BERLIN, Tempelhoff	Lv		1820	
	1000			Ar ORAN	Lv			
	1100			Lv ORAN	Ar			
0930	1225			Ar ALGIERS	Lv			1730

ARIANA AFGHAN AIRLINES

DC-4

Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

C-46

212 ⑦	Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

DC-6C

101 #	Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

DC-3

18 Ex①	Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv		0330
0200	Ar TOKYO			
	Lv TOKYO		0030	

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	803 DC-6A # EX	807 # EX	801 # EX	855	855	855 # EX	821	821 # EX	827 # EX	825 # EX	DC-7BF	822 # EX	816 # EX	802 # EX	824 # EX	828 # EX	806 DC-6A # EX	810 # EX	814	818	810	814
⑥	⑦①	⑦①	⑥⑦	⑦	⑤	⑤⑥ ⑦	⑥	⑥⑦ ①	⑥⑦	⑥⑦		⑥⑦	⑤⑥ ⑦	⑥⑦	⑤⑥ ⑦	⑥⑦	⑥⑦	⑥⑦	⑦	⑥	⑤	⑥
2300			2225								Lv BOSTON.....Ar		1338						2221		1526	2221
			2311								Ar HARTFORD.....Lv											
0015			0010								Lv HARTFORD.....Ar								2110		1415	2110
0130		0155			2230	2230			2200		Lv NEW YORK (EWR)Ar			1649	1542			1244	1944	1527	1244	1944
	0300										Ar NEW YORK (LGA)Lv											
											Lv NEW YORK (LGS)Ar						2246					
										2220	Ar NEW YORK (IDL)Lv		1235									
											Lv NEW YORK (IDL)Ar		1111			1330						
		0314									Ar PHILADELPHIA..Lv						2205					
	0453	0430									Lv PHILADELPHIA..Ar						2108					
	0550										Ar BALTIMORE.....Lv						2030					
											Lv BALTIMORE.....Ar						1829					
											Ar WASHINGTON....Lv			1540								
											Lv WASHINGTON....Ar			1440								
											Ar BUFFALO.....Lv				1420							
											Lv BUFFALO.....Ar				1327							
											Ar CINCINNATI....Lv						1535					
											Lv CINCINNATI....Ar						1429					
0253			0142		2353	2353					Ar DETROIT.....Lv		0800		1115				1635		1635	
0415			0300		0105	0105					Lv DETROIT.....Ar		0647		1012				1522		1522	
											Ar NASHVILLE.....Lv			1020								
											Lv NASHVILLE.....Ar			0934								
											Ar MEMPHIS.....Lv			0835								
0533		0535									Lv MEMPHIS.....Ar			0735								
0700		0700							0016	f0044	Ar CHICAGO (MDW).Lv		0540		0905		1305	0900	1458	1143	0900	1415
			0422		0227	0227			0135	f0109	Lv CHICAGO (MDW).Ar		0415		0740		1141	0658	1258	1028	0658	1258
			0545		0345	0345					Ar CHICAGO (ORD).Lv					f0935						
											Lv CHICAGO (ORD).Ar					f0905						
											Ar ST. LOUIS.....Lv						1020					
											Lv ST. LOUIS.....Ar						0930					
											Ar TULSA.....Lv											
											Lv TULSA.....Ar											
0923	0825				0613	0613					Ar DALLAS.....Lv			0540				0245	0845	0615	0245	0845
1100	1000			1200		0815	0620	0620			Lv DALLAS.....Ar	0350		0419				0124	0635	0449	0124	0635
				1316		0931					Ar SAN ANTONIO...Lv							0015			0015	
				1445		1100					Lv SAN ANTONIO...Ar							2245			2245	
				1730		1345					Ar MEXICO CITY...Lv							2000			2000	
1400	0120	1050	0935				0920	0920	0525	0459	Ar LOS ANGELES...Lv	2100			2225	2350	2355		0045			2345
1530			1300					1030	0655	0600	Lv LOS ANGELES...Ar	1905				2220						
1700			1430					1200	0825	0730	Ar SAN FRANCISCO.Lv	1725	1845	2045		2040				2115		

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170	337 170	335 DC-4	331 170	353 170	357 170	351 170	347 170	345 DC-4	385 DC-4	388 DC-3	DC-3; DC-4 Bristol 170	387 DC-3	386 DC-4	346 DC-4	348 170	352 170	358 170	354 170	332 170	336 DC-4	338 170	368 170
①②④⑤		②③④⑤	①⑦		⑦	②③④⑤	②④⑤⑥	①	②③④⑤⑥	②③④⑤⑥	Read Down Read Up	①②③④⑤	①②③④⑤	①	②③④⑤⑥	②③④⑤	⑦	②③④⑤⑥	①⑦	②③④⑤	✕	①②③④⑤
									0120	0040	Lv SYDNEY.....Ar	2250	2330									
									↓	0355	Ar BRISBANE....Lv	1930										
									0400		Ar MELBOURNE...Lv		↑									
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE...Ar		2100	1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON..Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
	1935	1125	0820								Ar HOBART.....Lv								0950	1325	2105	
0705											Ar DEVONPORT...--											
0805											Lv DEVONPORT...--											
0835											Ar WYNYARD.....Lv											0935

AEROVIAS SUD AMERICANA, INC. (ASA)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA-ST. PETERSBURG*.Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI.....Lv			2030					
2200		0300			2200		Lv MIAMI.....Ar			1900					
	0845			0845		0845	Ar GUATEMALA.....Lv								1330
	1015			1015		1015	Lv GUATEMALA.....Ar								1200
	1100			1100		1100	Ar SALVADOR.....Lv	1300					1930	1330	1115
							Lv SALVADOR.....Ar								1000
							Ar GUATEMALA.....Lv								
							Lv GUATEMALA.....Ar								
②		③			⑤										
0500		0900			0500		Ar PANAMA.....Lv			1300		0700			0600
0700			1100		0700		Lv PANAMA.....Ar		0400		1900				0400
1030					1030		Ar QUITO.....Lv								
1200					1200		Lv QUITO.....Ar								
1315					1315		Ar GUAYAQUIL.....Lv		0001						0001
							Lv GUAYAQUIL.....Ar								
			1400				Ar BOGOTA.....Lv				1600				

*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

AVIATECA (GU)

① ③⑤	③⑥	Read Down Read Up	②⑤	① ③⑤
0830		Lv NEW ORLEANS.....Ar		1400
↓	0800	Ar MIAMI.....Ar	1400	↑
1400	1300	Ar GUATEMALA.....Lv	0800	0830

BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46 Read Down Read Up	850 B ① ②③ ④⑤
0400	Lv CHICAGO (MDW).....Ar	0159
0605	Ar KANSAS CITY.....Lv	2359
0635	Lv KANSAS CITY.....Ar	2330
0748	Ar WICHITA.....Lv	2220
0820	Lv WICHITA.....Ar	2155
f	-- OKLAHOMA CITY.....--	
1021	Ar DALLAS.....Lv	2000

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BRITISH EUROPEAN AIRWAYS (BEA)

02 L 2 3 4 5 6	02 L 7	16 V 2 3 4 5 6 7	36 Y 5	21 Y # Ex. 1	06 L 3 5 7	06 Y 6	08 V 3 4 6	V = Viscount Y = York Freighter L = Leopard Freighter	09 V 3 4 6	07 L 1 4 6	31 Y 6/7	22 Y # Ex. 1	37 Y 2 7 5	15 V 2 3 5 6 7	03 L 2 4 7	03 L 7
0001	0030	0105	0205	0100 0230	0330	0330	0045	Lv LONDON.....Ar	1215	1700	1240 7	0640 0510	0705	0755	0525	0555
						1315‡	0515	Ar PARIS.....Lv			0810					
					0950	0845		Ar MILAN.....Lv	0745	1010	1130					
0155	0225							Ar ROME.....Lv			6				0330	0400
			0330					Ar AMSTERDAM.....Lv					0540			
		0335						Ar BRUSSELS.....Lv						0520		
								Ar COPENHAGEN.....Lv								

‡Via Rome and Flight NO BEF 31

27 D 5	29 Y 6	29 D 3 4 7	25 D 5	D = DC-3 Y = York Freighter	26 D 5	28 D 5	30 D 3 4 7	30 Y
0130	0130	0130	0405	Lv LONDON.....Ar	1155	0805	1145	1010
0405	0330	0405		Ar DUSSELDORF.....Lv		0535		
	0500	0535		Lv DUSSELDORF.....Ar				
	0600	0650	0705	Ar FRANKFURT.....Lv	0835		0820	0730

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C 3	BA/ EM* 778 SC 5	BA 978 C 7	EM** 978 SC 2	AI 162 DC-6A 6	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A 7	EM** 979 SC 7	BA 979 C 3	BA/ EM* 779 SC 2	BA 777 C 7
2200	2230	0600		0600	Lv LONDON.....Ar	1930		2220	1800	2220
	6	0735			Ar DUSSELDORF.....Lv			2035		
2359	0040			0810	Ar FRANKFURT.....Lv					2010
				1145	Ar ROME.....Lv	1515				
4					Ar GENEVA.....Lv					
0225	0320	1030			Ar ZURICH.....Lv			1745	1530	1745
1235		2040		1950	Ar BEIRUT.....Lv	0845		0915		0915
		1		7		2		4		1
2025		0430		0310	Ar BAHRAIN.....Lv	0510		0505		0505
	1420				Ar DAMASCUS.....Lv				0900	
	7								4	
	0120				Ar KARACHI.....Lv				0115	
5										
0640		1445			Ar DELHI.....Lv	2210		2130	1930	2130
						1				
	0905				Ar CALCUTTA.....Lv	0700			1510	
						7				
				1125	Ar BOMBAY.....Lv	1225				
		2320			Ar RANGOON.....Lv			1400		
1655	1550				Ar BANGKOK.....Lv				1140	1320
		2						3		
		0915			Ar HONGKONG.....Lv			0900		
			1415		Lv HONGKONG.....Ar		1600			
			1620		Ar MANILA.....Lv					7
2245	2135				Ar SINGAPORE.....Lv				0730	0830
	1								3	
	0205				Ar DJAKARTA.....Lv				0300	
			3				1			
	1215		0330		Ar DARWIN.....Lv		0530		2115	
							7		2	
	2115		1245		Ar SYDNEY.....Lv		2100		1245	

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

⑥	③	215C ②⑤	611C C-82 ②⑤	621C ④	631C ⑦	631C ⑦	C-47 Read Down	Read Up	630C ①	630C ①	630C ⑥	610C C-82 ②	200C ②	⑥	C-82 ⑤	③⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840	↓	0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715	↑	↑	1715
0930	0930	↓	0930	0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645	↑	↑	1645
1030	1030	↓	↓	1030		1030	Ar MINATITLAN	Lv	↑		↑	↑	↑	↑	↑	↑
1100	1100	↓	↓	1100		1100	Lv MINATITLAN	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	0910	↓	↓		↓	Ar OAXACA	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	0935	↓	↓		↓	Lv OAXACA	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	1025	↓	↓		↓	Ar IXTEPEC	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	1045	↓	↓		↓	Lv IXTEPEC	Ar	↑		↑	↑	↑	↑	↑	↑
↓	1200	1145	↓	↓		↓	Ar TUXTLA GUTIERREZ	Lv	↑		↑	↑	↑	↑	↑	↑
↓	1230	1210	↓	↓		↓	Lv TUXTLA GUTIERREZ	Ar	↑		↑	↑	↑	↑	↑	↑
1145			1055	1145		1145	Ar VILLAHERMOSA	Lv	↑		↑	↑	↑	1230	↑	↑
↓			1125	1215		1215	Lv VILLAHERMOSA	Ar	↑		↑	↑	↑	↑	↑	↑
↓	1330	1310	↓	↓		↓	Ar TAPACHULA	Lv	↑		↑	↑	1415	↑	↑	1415
↓	↓	↓	1210	1300	1450	1300	Ar C. DEL CARMEN	Lv	1030	0815	0900	1300	↑	↑	1300	↑
↓	↓	↓	↓	↓	1505	↓	Ar CAMPECHE	Lv	↑	0700	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	Ar CHETUMAL	Lv	↑	↓	↑	↑	↑	↑	↑	↑

	420C ③④	920C C82 ④	920C ②	930C ⑥	410C ④	C-47 Read Down	Read Up	421C ③④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤	
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400	
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200	
1430		0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130	
1520		↓	↓	↓	0750	Ar MASCOTA	Lv	1745	1125	↑	↑		↑	
1530		↓	↓	↓	0810	Lv MASCOTA	Ar	1735	1105	↑	↑		↑	
1550		↓	↓	↓	0830	Ar TALPA	Lv	1715	1045	↑	↑		↑	
1600		↓	↓	↓	0850	Lv TALPA	Ar	1705	1025	↑	↑		↑	
1625		↓	↓	↓	0915	Ar PUERTO VALLARTA	Lv	1640	1000	↑	↑		↑	
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850	
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820	
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530	
		1415	1455			Lv HERMOSILLO	Ar				2325		2120	
		1620	1715			Ar MEXICALI	Lv				2100		↑	
		1705	1740			Lv MEXICALI	Ar				2015		↑	
		1750	1820			Ar TIJUANA	Lv				1930		1900	

CIVIL AIR TRANSPORT (CAT)

48 DC-4 ⑤	24 ④	4 ④	44 DC-4 ③	10 ③	8 ②	2 ②	42 DC-4 ①	26 ⑦	6 ⑦	DC-6B	21 ①	1 ①	7 ②	43 DC-4 ②	9 ③	3 ④	45 DC-4 ④	47 DC-4 ⑤	25 ⑥	5 ⑦
		1615				0030				Lv BANGKOK		2250				1510				
		2255				0710				Ar HONG KONG		2010				1230				
		0900		1230		0900			1230	Lv HONG KONG		1910			1125	1125				1125
		↓		↓		↓			↓	Ar MANILA		↓			↓	↓				↓
1400		↓		↓	1530	↓			↓	Lv MANILA		↓	1435		↓	↓		1200		↓
1900		1115		1445	1950	1115			1445	Ar TAIPEI		1645	1215			0900		0900		0900
	1215		1530				0900	1545		Lv TAIPEI	1545			0745	0900		0745		2250	
	1400		1735				↓	1730		Ar OKINAWA	1355			0530			0530		↓	
	1445		1815				↓	1815		Lv OKINAWA	1320			0445			0445		↓	
	1825		2310				1530	2155		Ar TOKYO	0900			2330			2330		1700	
	0800		1100				1100			Lv TOKYO				2030			2030		1600	
	1220		1600				1600			Ar SEOUL				1700			1700		1315	

DELTA AIR LINES (DL)

23X ①⑦	25X ⑥⑦	29X ①⑦	C-46		20X ⑥⑦ ②	22X ⑥⑦	26X ⑥⑦
		0030	Lv NEWARK	Ar		1143	
		0115	Ar PHILADELPHIA	Lv		1103	
		0205	Lv PHILADELPHIA	Ar		1033	
		0354	Ar CHARLOTTE	Lv		↓	
		0434	Lv CHARLOTTE	Ar		↓	
	2315	↓	Lv CHICAGO	Ar		↓	0820
0200	↓	↓	Lv DETROIT	Ar	1200	↓	↓
0321	↓	↓	Ar CINCINNATI	Lv	↓	↓	↓
0400	↓	↓	Lv CINCINNATI	Ar	↓	↓	↓
↓	0105	↓	Ar MEMPHIS	Lv	↓	↓	0440
↓	0145	↓	Lv MEMPHIS	Ar	↓	↓	0400
0613	0429	0602	Ar ATLANTA	Lv	2040	0600	0258
0743	0745	0745	Lv ATLANTA	Ar	1736	0432	0133
↓	0945	↓	Ar ORLANDO	Lv	↓	↓	2313
↓	1034	↓	Lv ORLANDO	Ar	↓	↓	2213
↓	↓	0913	Ar NEW ORLEANS	Lv	Ⓑ	0120	↓
↓	↓	1013	Lv NEW ORLEANS	Ar	↓	0020	↓
↓	↓	1203	Ar HOUSTON	Lv	↓	2241	↓
↓	↓	1243	Lv HOUSTON	Ar	↓	2201	↓
Ⓐ	1147	↓	Ar MIAMI	Lv	↓	↓	2100
1051		1408	Ar DALLAS	Lv	1300	2030	

Ⓐ Ex. ⑦①② ATL-DAL
Ⓑ Ex. ⑥⑦②

COMPAÑIA DOMINICANA DE AVIACION, C. POR A. (CDA)

400 DC-4 ①⑤	402 C-46 ④	601 DC-3 ④⑥	603 C-46 #	Read Down	Read Up	399 DC-4 ②⑥	401 C-46 ④	600 DC-3 ④⑥	602 C-46 #
0915	0500	1000	0600	Lv C.TRUJILLO,D.R.	Ar	1300	1700	1330	1330
1315	0900	↓	↓	Ar MIAMI	Lv	0900	1300	↑	↑
		1230	0830	Ar SAN JUAN, P.R.	Lv			1300	1300

COMPANIA CUBANA DE AVIACION (CU)

461 #	C-46 Read Down	Read Up	460 #
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti	Lv	0630

EASTERN AIR LINES, INC. (EA)

4X # Ex. ⑥⑦	5X # Ex. ⑦①	3X # Ex. ⑥⑦	1X # Ex ⑦①	L-1049C	2X # Ex. ⑥⑦	4X # Ex. ⑦⑥	6X # Ex. ⑦⑥	3X # Ex. ⑥⑦
				Lv NEW YORK (IDL)				
				Ar				
		2345	0230	Lv NEWARK....Ar	0727	0530		
	0230			Lv CHICAGO (MDW)				
				Ar			2330	
	0455		0443	Ar ATLANTA....Lv	0330		2100	
	0630		0600	Lv ATLANTA....Ar	0226		1957	
				Ar MOBILE.....Lv	2359			
				Lv MOBILE.....Ar	2302			
				Ar NEW ORLEANS				
			0650	Lv	2220			
				Lv NEW ORLEANS				
			0750	Ar	2122			
			0912	Ar HOUSTON....Lv	2000			
	0855			Ar MIAMI.....Lv			1730	
1700				Lv MIAMI.....Ar				1015
1945		0520		Ar SAN JUAN...Lv		2345		0730

FLYING TIGER LINE (FT)

182 #Ex. ⑦	184 #Ex. ⑦	282 #Ex. ⑦	382 #Ex. ⑥⑦	382 ⑥	L-1049H	181 #Ex. ⑦	183 #Ex. ⑦①	281 #Ex. ⑥⑦	283 #Ex. ⑦①
			1930		Lv SEATTLE.....Ar			1700	
			2015		Ar PORTLAND.....Lv				
			2115		Lv PORTLAND.....Ar				
		2000	0030		Ar SAN FRANCISCO/OAKLAND...Lv			1510	
			0140	2300	Lv SAN FRANCISCO/OAKLAND...Ar			0930	1530
T1700	T1700				Lv SAN DIEGO.....Ar	T0800	T0800		T0800
					LOS ANGELES (BUR).....Lv				1400
2230	2300				Lv LOS ANGELES (BUR).....Ar	0615	1735		1055
				0625	Ar MINNEAPOLIS/STP.....Lv				
				0655	Lv MINNEAPOLIS/STP.....Ar				
0630		0430	1010	0840	Ar CHICAGO (MDW).....Lv	0115		0405	
0745		0545	1120	1040	Lv CHICAGO (MDW).....Ar	0045		0250	
T1130		T1130	T1130	T1130	Ar MILWAUKEE.....Lv	T2200		T2200	
T0800		T0800	T0800	T0800	Ar SOUTH BEND.....Lv	T1800		T1800	
T0700		T0800	T0700	T0700	Ar GRAND RAPIDS.....Lv	T1700		T1700	
0850				1145	Ar DETROIT.....Lv		1130	0130	0445
				1230	Lv DETROIT.....Ar			0015	0345
T0700				T0700	Ar TOLEDO.....Lv		T1900	T1900	T1900
			1345		Ar CLEVELAND.....Lv				0400
			1445		Lv CLEVELAND.....Ar				0300
			T2000		Ar AKRON.....Lv				T1830
			T2000		Ar BUFFALO.....Lv				T1600
			1605	1515	Ar BINGHAMTON				
			1715	1625	Lv BINGHAMTON				
			T0800	T0800	Ar ALBANY				
			T0800	T0800	Ar ROCHESTER				
	1030		1810	1720	Ar NEW YORK (EWR).....Lv	2230		2300	0110
	1730			0300	Lv NEW YORK (EWR).....Ar				2355
	1205	0920	T0730	T0730	Ar NEW YORK (IDL).....Lv	T1900		T1900	
		1120			Lv NEW YORK (IDL)				
		1200			Ar NEW YORK (EWR)				
	T1500	T1500	T0200	T0200	Ar PHILADELPHIA.....Lv			T1900	
					HARTFORD/SPRINGFIELD....Lv				2300
					HARTFORD/SPRINGFIELD....Ar				2145
	1845				Ar BOSTON.....Lv				2100
	T0930				Ar PROVIDENCE.....Lv				T1500

T - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON.....Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT.....Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT.....Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA.....Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA.....Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM.....Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM.....Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE.....Lv	↑	↑	0545	1700
				ENTEBBE.....Ar			0430	1545
0305	0305	0205	0305	Ar NAIROBI.....Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI.....Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY.....Lv	0015	1945	1915	0630
		0855	0630	Lv SALISBURY.....Ar	2300	1830		
		1125	0900	Ar JOHANNESBURG.....Lv	2030	1600		

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA.....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA.....Lv																										0615	0925		
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720				0620
GAUHATI, Kahikuchi...Ar																												1035	0725
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220																					1105	
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
			⑦②③⑤	①③④⑥	①④⑥			⑦③④	
Read Down	✕	✕				✕	✕		✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA.....Ar	1650	1550							
KAILASHAHAR.....Ar			0945						
KAMALPUR.....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR.....Ar						1050	1005	1050	
SILCHAR.....Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
		⑦③④		①②⑤⑥	①④⑥	①③④⑥	①②③⑤
Read Down	✕		✕				
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI.....Lv					1400		
KAMALPUR.....Lv						1005	
KAILASHAHAR.....Lv							1015
AGARTALA.....Lv							
CALCUTTA.....Ar	1200	1515	1240	1325	1525	1140	1200

IRANIAN AIRWAYS (IRA)

267	287	DC-4	266	286
③	⑦		①	④
1000	1000	Lv TEHERAN.....Ar	0900	0900
1600	1600	Ar ISTANBUL.....Lv		
1630	1630	Lv ISTANBUL.....Ar		
		Ar ANKARA.....Lv	0200	0200
		Lv ANKARA.....Ar	0100	0100
2200		Ar ZURICH.....Lv	1600	
2300		Lv ZURICH.....Ar	1500	
	f	MILAN		f
2400	2300	Ar FRANKFURT.....Lv	1400	1500

IRISH INTERNATIONAL AIRLINES (ALT)

810	822	830	860	852	850	840	800	870	C-47	801	803	841	853	861	863	831	823	811
③	①②④⑤	⑤	③	①④	③	④	①③⑦	⑤		①②④	⑥	④	①④	③	③	⑤	②③⑤⑥	③
1600	2320	1200	1200	1255	1200	1825	2050	2145	Lv DUBLIN.....Ar	0545	0645	2305	1730	1335	1730	1620	0400	1945
								2250	Ar SHANNON.....Lv									
								2350	Lv SHANNON.....Ar									
1705									Ar LIVERPOOL...Lv									1835
	0035								Ar MANCHESTER..Lv								0240	
		1325							Ar GLASGOW.....Lv							1500		
			1055						Ar CARDIFF.....Lv					1200	1555			
				1430	1335				Ar BRISTOL.....Lv				1550					
						2000			Ar BIRMINGHAM..Lv			2130						
							2300	0230	Ar LONDON.....Lv	0330	0430							

INI & CIA. S.A. (INI)

V180		V181
③	Read Down — Read Up	⑥
0600	Lv BUENOS AIRES.....Ar	1350
0910	Ar SANTIAGO.....Lv	0835
1020	Lv SANTIAGO.....Ar	0725
1415	Ar ANTOFAGASTA.....Lv	0330
1500	Lv ANTOFAGASTA.....Ar	0245
1920	Ar LIMA.....Lv	2025
2040	Lv LIMA.....Ar	1905
0100	Ar GUAYAQUIL.....Lv	1445
0200	Lv GUAYAQUIL.....Ar	1345
0620	Ar PANAMA.....Lv	0925
0730	Lv PANAMA.....Ar	0815
1345	Ar MIAMI.....Lv	0200

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KLM ROYAL DUTCH AIRLINES (KL)

*Super Constellation
♦-DC-6A
♦-DC-3

SR 705 ♦ ② ③④ 5⑥	KL5 ♦ ② ②④ 5⑥	KL41 ♦ ② ③④ 5⑥	SN 103 ♦ ② ③④ 5⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④ 5⑥	KL1 ♦ ② ③④ 5⑥	KL64 ♦ ⑦	KL62 * ②⑤	Read Down	Read Up	KL61 ♦ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④ 5⑥	KL2 ♦ ① ②③ 4⑤	KL8 ♦ ④ 5⑥	KL4 ♦ ② ②④ 5⑥	SN 104 ♦ ② ③④ 5⑥	KL42 ♦ ② ③④ 5⑥	KL6 ♦ ② ③④ 5⑥	SR 704 ♦ ② ③④ 5⑥
								1130	2330	Lv NEW YORK	Ar	16▲50	16▲15	09▲45								
								①	↓	-- MONTREAL	Lv	15▲00	14▲30	08▲00								
										-- MONTREAL	Ar	14▲00	13▲30	07▲00								
														⑦								
								0555	1745	Ar GLASGOW	Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW	Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM	Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM	Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	2130	1830	1700	0515			Ar LONDON (North)	Lv				0025	2345	0830	1830		↑	↑	↑
		1645	0445							Ar BRUSSELS	Lv								0145	1900	①	
										Ar PARIS (ORLY)	Lv				APR.	FROM					②③	
	0635														11-18	APR.	21				④⑤	
										Ar COPENHAGEN	Lv										2350	
0610										Ar BASLE	Lv											0020
↓																						①
0640										Lv BASLE	Ar											②③
0715										Ar ZURICH	Lv											④⑤
																						2350
																						2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down	Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI	Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA	Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ② ⑤⑥	C-46 Read Down	Read Up	616 ①③ ⑤	616 ④
0700	0600	Lv MIAMI	Ar	1400	2030
0810	↓	Ar HAVANA	Lv	↑	↑
0845		Lv HAVANA	Ar		
↓	0810	Ar GRAND CAYMAN	Lv		
	0900	Lv GRAND CAYMAN	Ar		
1230	1130	Ar SAN JOSE, C.R.	Lv	0700	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar

Read Down	074 DC-3 Ex ⑥	074 DC-3 ⑥	080 L Ex ⑥	080 L ⑥	065 DC-3 Ex ⑥ ⑦	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 Ex ⑥	069 DC-3 ⑥	047 L Ex ⑥ ⑦	047 L ⑥	047 L ⑦	043 DC-3 Ex ⑥ ⑦	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 Ex ⑥ ⑦	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 Ex ⑥	061 DC-3 ⑥
STOCKHOLM Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING Ar			1335	1145																
JONKOPING Ar					1310	1110	1255													
VAXJO Ar								1310	1050											
VAXJO Lv								1330	1110											
RONNEBY Ar								1405	1145											
RINKABY Ar										1220	1020	1205								
RINKABY Lv										1235	1035	1220								
MALMO Ar										1300	1100	1245								
LIDKOPING Ar													1250	1100	1230					
LIDKOPING Lv													1320	1120	1250					
GOTHENBURG Ar													1350	1150	1320					
KARLSTAD Ar																1310	1050	1255		
HULTSFRED Ar																			1230	1045

LUFTHANSA GERMAN AIRLINES

LH041 # Ex. ⑦②	U.S.A.-Europe Super Constellation	LH040 # Ex. ①⑦
2200	Lv NEW YORK ..... Ar	1125
1600	Ar FRANKFURT Lv	2355

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✈	C-46 Read Down	Read Up	263 ✈
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

LH030 Viking ⑤	LH032 Viking # Ex.⑦	BEF26 DC-3 ⑤	BEF30 DC-3 ③④ ⑦	BEF30 York ⑦	BEF28 DC-3 ⑤	England	BEF27 DC-3 ⑤	BEF29 York ⑥	BEF29 DC-3 ③④ ⑦	BEF25 DC-3 ⑤	LH033 Viking #Ex. ①	LH033 Viking ⑤	LH031 Viking ⑥
2300	2245	0835	0820	0730		Lv FRANKFURT...Ar		0600	0650	0705	0750	0830	0725
	2350					Ar DUSSELDORF..Lv		0500	0535		0650	0730	
	0030				0535	Lv DUSSELDORF..Ar	0405	0330	0405		0615	0655	
0145	0240	1155	1145	1010	0805	Ar LONDON.....Lv	0130	0130	0130	0405	0405	0445	0445

MALAYAN AIRWAYS (MAL)

122 ✈	106 ✈	DC-3 Read Down	Read Up	119 ✈
0425	0455	Lv SINGAPORE	Ar	0330
0600		Ar KUALA LUMPUR	Lv	0200
	0700	Ar IPOH	--	
	0730	Lv IPOH	--	
	0810	Ar PENANG	--	

LH020 Viking #Ex. ⑦	LH024 Viking #Ex. ⑦	LH022 Viking #Ex. ⑦	LH032 Viking #Ex. ⑦	Intra Germany Service	BEF29 York ⑥	BEF29 DC-3 ③④ ⑦	LH033 Viking #Ex. ①⑤	LH033 Viking ⑤	LH023 Viking #Ex. ①
1700				Lv HAMBURG.....Ar					0100
1745				Ar BREMEN.....Lv					
1820				Lv BREMEN.....Ar					
1855				Ar HANOVER.....Lv					
1935				Lv HANOVER.....Ar					
2055				Ar FRANKFURT....Lv					
	1535	1715	2245	Lv FRANKFURT....Ar	0600	0650	0750	0830	2310
		1810		Ar COLOGNE/BONN.Lv					
		1845		Lv COLOGNE/BONN.Ar					
		1915	2350	Ar DUSSELDORF...Lv	0500	0535	0650	0730	
		1955		Lv DUSSELDORF...Ar					
	1630			Ar STUTTGART....Lv					
	1705			Lv STUTTGART....Ar					
	1810			Ar MUNICH.....Lv					
	1840			Lv MUNICH.....Ar					
	1935			Ar NUREMBERG....Lv					
	2005			Lv NUREMBERG....Ar					
	2105	2100		Ar FRANKFURT....Lv					

MARITIME CENTRAL AIRWAYS (MAR)

514 ①④	525 ④	DC-3	C-46	DC-4	526 ③⑥	515 ①④
1130	1000	Lv MONCTON		Ar	1830	1710
	1330	Ar GOOSE BAY		Lv	1500	
1100		Ar CHARLOTTETOWN		Lv		1540
1230		Lv CHARLOTTETOWN		Ar		1510
1310		Ar HOUSE HARBOR		Lv		1430

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down	Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON	Ar			0945		0945
	0920	0920			Ar ROME	Lv			0400		0400
	1020	1020			Lv ROME	Ar			0300		0300
	1510	1510			Ar ATHENS	Lv			②		④
	1610	1610			Lv ATHENS	Ar					
	2000	2000			Ar BEIRUT	Lv			2100		2100
0200			0200	0001	Lv BEIRUT	Ar	1145	1530		1330	
					Ar BAGHDAD	Lv				1130	
					BAGHDAD	Ar				1030	
0715			0715		Ar KUWAIT	Lv	0830			0830	
				0830	Ar DHAHRAN	Lv					
				0930	Lv DHAHRAN	Ar					
				0915	Ar DOHA	Lv					
				1015	Lv DOHA	Ar					
				1100	Ar BAHRAIN	Lv		1200			

NATIONAL AIRLINES, INC.

98 # EX ⑥⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦①
1900	Lv MIAMI	Ar 0800
1955	Ar ORLANDO	Lv
2040	Lv ORLANDO	Ar
0045	Ar PHILADELPHIA	Lv
0130	Lv PHILADELPHIA	Ar
0206	Ar NEW YORK (IDL)	Lv 0440

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

528/529 DC-6B #	529 DC-4 #	527 DC-6B # Ex ⑥	DC-6B / DC-4	528 DC-6B # Ex ⑦	528 DC-6B #	526 DC-4 # Ex ⑦
	0100	2330	Lv NEW YORK (IDL)...Ar		1845	0654
	|	0050	Ar DETROIT (DTW)....Lv		1530	|
	|	0130	Lv DETROIT.....Ar		1505	
	0405	|	Ar CHICAGO (MDW)....Lv	0710	|	0220
0710	0510	|	Lv CHICAGO (MDW)....Ar	0508	|	0110
|	0550	|	Ar MILWAUKEE.....Lv	|	1400	0030
|	0640	|	Lv MILWAUKEE.....Ar	|	1335	2339
|	|	|	Ar MADISON.....Lv	|	1305	|
|	|	|	Lv MADISON.....Ar	|	1250	|
0753	0728	0255	Ar MINNEAPOLIS.....Lv	|	1045	2100
1130	1130	|	Lv MINNEAPOLIS.....Ar	|	|	|
|	|	|	Ar PORTLAND.....Lv	2010	|	|
|	|	|	Lv PORTLAND.....Ar	1925	|	|
1515	1515	▼	Ar SEATTLE.....Lv	1830	|	|

IDL-MSP FLT 529 will not operate Mondays
MSP-SEA FLT 529 will not operate Sundays
CHI-MSP FLT 528 will not operate Mondays
MSP-SEA FLT 528 will not operate Sundays
SEA-MSP FLT 528 will not operate Sundays
MSP-IDL FLT 528 will not operate Saturdays

989 ④	987 ③	985 ①	983 ⑦	981 ⑥	DC-6B Read Down	Read Up	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
0600	0600	0600	0600	0600	Lv SEATTLE	Ar	0110	0110	0110	0110	0110
0950	0950	0950	0950	0950	Ar ANCHORAGE	Lv	|	|	|	|	|
1050	1050	1050	1050	1050	Lv ANCHORAGE	Ar	|	|	|	|	|
2055	2055	2055	2055	2055	Ar TOKYO	Lv	2345	2345	2345	2345	2345

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down	Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND	Ar					2250	
	0030					Ar SEATTLE - TAKOMA	Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA	Ar	1 15	1715	1715	2125		0500
|		|	1010	1010	1010	Ar KETCHIKAN (Annette Is.)	Lv	1445	1445	1445	|		↑
|		|	1155	1155	1155	Ar JUNEAU	Lv	1300	1300	1300	|		① ② ③
|		|	1300	↓	↓	Ar YAKUTAT	Lv	↑	F ↑	1000	|		④ ⑤ ⑥
|		|	1330	1240	|	Ar CORDOVA	Lv	0820	0820	↑	|		|
0500		1210	1450	1400	1320	Ar ANCHORAGE	Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	162 ②	160 ③	164 ③	160 ⑤	164 ⑤	162 ⑥	DC-7F	161 ①	163 ②	161 ③	165 ④	163 ⑤	161 ⑤	161 ⑥	161 ⑦
				1800		1800		Lv CHICAGO		1950		1950				
				1915		1915		Ar DETROIT		1830		1830				
				2000		2000		Lv DETROIT		1735		1755				
				2325		2325		Ar NEW YORK (IDL)		1630		1630				
0300	0300	2000	0300	0300	0300	0300	2000	Lv NEW YORK (IDL)	1010	0825	0950	0950	0825	0950	1315	1150
|	|	|	|	|	|	0405	|	Ar BOSTON	Lv	|	|	|	|	|	|	|
|	f	|	f	f	|	0455	|	Lv BOSTON	Ar	|	|	|	|	f	f
|	|	1120	|	|	|	|	1120	Ar SHANNON	Lv	0300	0115	|	|	|	|	|
|	|	1200	|	|	|	|	1200	Lv SHANNON	Ar	0215	0035	|	0115	|	|	|
1840	|	|	|	|	1840	|	|	Ar GLASGOW	Lv	|	|	|	0035	|	|	|
1915	|	|	|	|	1915	|	|	Lv GLASGOW	Ar	|	|	|	|	|	0540	|
2045	1900	|	1900	1900	2045	2045	|	Ar LONDON	Lv	0030	|	0130	0130	|	0505	|
2330	2330	|	2330	2330	2330	2330	|	Lv LONDON	Ar	2230	|	2230	2340	|	0130	0330
|	|	|	|	|	|	|	|	BRUSSELS	Lv	|	|	|	|	|	0130
|	f	|	f	f	|	f	|	BRUSSELS	Ar	|	|	|	|	|	0015
|	|	|	|	|	0050	0050	|	Ar AMSTERDAM	Lv	|	|	|	2220	|	2340
|	f	|	f	|	0130	0130	|	Lv AMSTERDAM	Ar	|	|	|	2150	|	|
|	|	0100	|	|	|	f	|	Ar DUSSELDORF	Lv	|	|	|	|	|	|
f	f	0145	f	f	f	f	|	Lv DUSSELDORF	Ar	|	|	|	|	|	2359	|
0125	0125	0235	0125	0245	0245	|	|	Ar FRANKFURT	Lv	2030	|	2030	2030	|	2320	|
0800	0800	0800	0800	0800	|	|	|	Lv FRANKFURT	Ar	|	|	1915	1915	|	2230	2230
0845	0845	0845	0845	0845	|	|	|	Ar STUTTGART	Lv	|	|	1830	1830	|	2115	2115
0915	0915	0915	0915	0915	|	|	|	Lv STUTTGART	Ar	|	|	1750	1750	|	2030	2030
1005	1005	1005	1005	1005	|	|	|	Ar MUNICH	Lv	|	|	1700	1700	|	1950	1950
1100	|	|	1045	|	|	|	|	Lv MUNICH	Ar	|	|	1620	|	|	1900	1900
|	|	|	1150	|	|	|	|	Ar VIENNA	Lv	|	|	|	|	|	1825	|
|	|	|	|	|	|	|	|	Lv VIENNA	Ar	|	|	|	|	|	1715	|
|	|	1425	|	|	|	|	1425	Ar PARIS	Lv	2200	|	|	2200	|	|	|
|	|	1600	|	|	|	|	|	Lv PARIS	Ar	①	|	|	1855	|	|	|
|	|	1850	|	|	|	|	|	Ar ROME	Lv	|	|	|	1600	|	|	|
1655	|	|	|	|	|	|	|	Ar ANKARA	Lv	|	|	1200	|	|	|	|

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

EASTBOUND			Minimum Trans-atlantic Load	WESTBOUND			Minimum Trans-atlantic Load
Baltimore/				Amsterdam	Lv Su	2220	400 kg
Washington	Lv Th Sa	2230	1500 kg	Prestwick	Lv We Fr	0350	500 kg
Philadelphia	Lv Th Sa	2230	1000 kg	Shannon	Lv We	0400	400 kg
Boston	Lv Tu We Th	0500	400 kg	Gander	Lv Mo	0815	
Gander	Ar We Fr	0840	*	Gander	Lv We Th Fr	0745	*
Brussels	Ar We Th Fr Su	0040	400 kg	Gander	Lv Sa	1115	
Amsterdam	Ar We Th	0050	400 kg	Gander	Lv Su	0945	
Dusseldorf	Ar Mo We Fr	0100	400 kg	Boston	Ar Mo	0930	400 kg
Dusseldorf	Ar Sa Su	0200	400 kg	Boston	Ar We Th Fr	0910	400 kg
				Boston	Ar Sa	1225	400 kg
				Boston	Ar Su	1110	400 kg

*1000 kg minimum load to/from Gander.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑤
0200	Lv MIAMI.....Ar	1405
0605	Ar PANAMA.....Lv	1000
0830	Lv PANAMA.....Ar	0840
f	Ar CALI.....	f
f	Ar QUITO.....Ar	f
f	Ar GUAYAQUIL..Ar	f
f	Ar TALARA.....Ar	f
1340	Ar LIMA.....Lv	0330
1700	Lv LIMA.....Ar	1450
f	Ar ARICA.....Ar	--
f	Ar LA PAZ/ COCHABAMBA.Lv	f
f	Ar ANTOFAGASTA	
	Lv	--
2325	Ar SANTIAGO...Lv	1030

PAA-U.S.A.-PACIFIC

879 ②④⑥	DC-7F Read Down	Read Up	878 ⑥	878 ②④
2300	Lv SAN FRANCISCO	Ar	0925	0615
|	LOS ANGELES...	Lv	0745	|
|	LOS ANGELES...	Ar	0645	|
0530	Ar HONOLULU.....	Lv	1945	1945
0900	Lv HONOLULU.....	Ar	1820	1820
2025	Ar TOKYO.....	Lv	0100	0100

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U.S.A.—LATIN AMERICA

323 # EX ⑦①	303 ⑥	353 # EX ⑤④	301 ③⑤ ④⑥	339 # EX ⑤	C-54 Read Down — Read Up	302 # EX ⑥⑦	304 ②	340 ⑥	342 ③④ ⑤⑥	324 ①	354 # EX ③④ ⑤	322 ③ ⑤⑥	344 ④⑤ ⑥
			0045		Lv NEW YORK.....Ar	0650							
0330	1100	0530		2130	Lv MIAMI.....Ar		1445	0220	1850	1200	1305	1700	0120
|	|	0835	|	|	Ar KINGSTON.....Lv	|	|	|	|	1000	f	|
0930	|	|	0830	|	Ar PORT AU PRINCE.....Lv	|	|	|	|	|	f	|
|	|	|	|	|	Ar SAN JUAN.....Lv	2300	|	|	|	|	1115	|
1115	|	|	0945	|		①	|	|	|	|	|	|
|	1820	|	1200	0610	Lv SAN JUAN.....Ar	2130	|	|	|	|	|	|
|	1900	|	|	|	Ar CARACAS.....Lv	1830	f	2030	1300	|	|	|	1930
1530	|	|	|	|	Lv CARACAS.....Ar	|	f	|	|	|	|	|
|	|	|	|	|	Ar PORT OF SPAIN.....Lv	|	f	|	|	0600	|	|	|
|	|	|	|	|	Ar GEORGETOWN.....Lv	|	f	|	|	|	|	|
|	|	|	|	|	Ar PARAMARIBO.....Lv	|	f	|	|	|	|	|
|	|	|	|	|	Ar CAYENNE.....Lv	|	f	|	|	|	|	|
|	0440	|	|	|	Ar BELEM.....Lv	|	0300	|	|	|	|	|
|	0530	|	|	|	Lv BELEM.....Ar	|	0205	|	|	|	|	|
|	1245	|	|	|	Ar RIO DE JANEIRO.....Lv	|	1845	|	|	|	|	|
|	1345	|	|	|	Lv RIO DE JANEIRO.....Ar	|	1715	|	|	|	|	|
|	f	|	|	|	Ar SAO PAULO.....Lv	|	f	|	|	|	|	|
|	f	|	|	|	Ar MONTEVIDEO.....Lv	|	f	|	|	|	|	|
|	2020	|	|	|	Ar BUENOS AIRES.....Lv	|	1115	|	|	|	|	|

Flagstops to Montego Bay

(PAA)

385 DC-7F ⑥	371 ③⑦	363 ④	365 DC-7F ⑥	355 ①④	393 DC-6A ⑦	383 ④	361 ②⑥	375 ⑥	C-54	374 ⑦⑤	374 ④	372 ②	372 ⑥	384 ③	362 ④	362 ⑤	362 DC-7F ⑦	352 ⑦① ②	364 ④	392 DC-6A ⑥	386 DC-7F ⑥	312 ③
2330									Lv SAN FRANCISCO..Ar												1805	
0100									Ar LOS ANGELES....Lv												1530	
0300									Lv LOS ANGELES....Ar												1400	
|	0730								Lv NEW ORLEANS....Ar			1705	1715									
0855	0910								Ar HOUSTON.....Lv													
1000	1030					0715			Lv HOUSTON.....Ar					1435								
|	|	0530	0500	2230	0200	|	0315							1845	1900	2015	0035	1745	1405		1515
|	|	0645	|	|	|	|	|	Lv MIAMI.....Ar												1400
|	|	0815	|	|	|	|	|	Ar HAVANA.....Lv												
|	|	|	|	|	|	|	|	Lv HAVANA.....Ar												
|	|	|	|	|	|	1100	|	Ar MEXICO, D.C....Lv					1115							
|	|	|	|	|	|	1200	|	Lv MEXICO, D.C....Ar					1015							
1410	1600		0715	|	|	1520	0715		Ar GUATEMALA.....Lv				1230	0700		1300	1600			0815	
|	①	|	|	|	|	|	|													
1700	0815	|	|	|	|	1620	0815		Lv GUATEMALA.....Ar	0920				0920							
|	|	1230	|	|	|	|	0900		Ar SAN SALVADOR..Lv	f		1200		f	1400			1200			
|	|	|	|	|	|	|	|	1000	Lv SAN SALVADOR...Ar	f	¹100			f							
|	|	|	|	|	|	|	|		Ar TEGUCIGALPA....Lv	f	f			f							
|	|	|	|	|	|	|	|		Lv TEGUCIGALPA....Ar	f	f			f							
|	|	|	|	|	|	|	|		Ar MANAGUA.....Lv	f	f			f							
|	|	|	|	|	|	|	|		Lv MANAGUA.....Ar	f	f			f							
|	|	|	|	|	|	|	|		Ar SAN JOSE.....Lv	f	f			f				1900			
|	|	|	|	|	|	|	|		Lv SAN JOSE.....Ar	f	f			f			339				
2215	1530	|	|	0405	0605	2130	|	1530	Ar PANAMA CITY....Lv	0600	0800			0600						1000		
|	|	|	|	|	PG393	|	|													PG392	
1100	|	|	|	|	0830	1100	|		Lv PANAMA CITY....Ar								1500			0840	
1700	|	|	|	|	1700	|	|		Ar CARACAS.....Lv								1145				
|	|	|	|	|	|	|	|		Ar LIMA.....Lv											0330	

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C ③	BA/ EM* 778 SC ⑤	BA 978 C ⑦	EM** 978 SC ②	AI 162 DC-6A ⑥	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A ⑦	EM** 979 SC ⑦	BA 979 C ③	BA/ EM* 779 SC ②	BA 777 SC ⑦
2200	2230	0600		0600	Lv LONDON.....Ar	1930		2220	1800	2015
|	⑥	0735	|	|	Ar DUSSELDORF.....Lv	|	|	2035	|	|
2359	0040	|	|	0810	Ar FRANKFURT.....Lv	|	|	|	|	1805
|	|	|	|	1145	Ar ROME.....Lv	1515	|	|	|	|
|	|	|	|	|	Ar GENEVA.....Lv	|	|	|	|	|
|	0320	1030	|	|	Ar ZURICH.....Lv	|	|	1745	1530	|
④	|	①	|	⑦		|	|	|	|	|
1000	|	2040	|	1950	Ar BEIRUT.....Lv	0845	|	0915	|	0915
|	|	①	|	|		②	|	④	|	①
1750	|	0430	|	0310	Ar BAHRAIN.....Lv	0510	|	0505	|	0505
|	1420	|	|	|	Ar DAMASCUS.....Lv	|	|	|	0900	|
|	⑦	|	|	|		|	|	|	④	|
|	0120	|	|	|	Ar KARACHI.....Lv	|	|	|	0115	|
⑤	|	|	|	|		|	|	|	|	|
0405	|	1445	|	|	Ar DELHI.....Lv	2210	|	2130	1930	2130
|	|	|	|	|		①	|	|	|	|
|	0905	|	|	|	Ar CALCUTTA.....Lv	0700	|	|	1510	|
|	|	|	|	|		⑦	|	|	|	|
|	|	|	|	1125	Ar BOMBAY.....Lv	1225	|	|	|	|
|	|	2320	|	|	Ar RANGOON.....Lv	|	|	1400	|	|
1420	1550	|	|	|	Ar BANGKOK.....Lv	|	|	|	1140	1320
|	|	②	|	|		|	|	③	|	|
|	|	0915	|	|	Ar HONGKONG.....Lv	|	|	0900	|	|
|	|	|	1415	|	Lv HONGKONG.....Ar	|	1600	|	|	|
|	|	|	1620	|	Ar MANILA.....Lv	|	|	|	|	⑦
|	|	|	|	|		|	|	|	|	0830
2010	2135	|	|	|	Ar SINGAPORE.....Lv	|	|	|	0730	|
|	①	|	|	|		|	|	|	⑤	|
|	0205	|	|	|	Ar DJAKARTA.....Lv	|	|	|	0300	|
|	|	|	③	|		|	①	|	|	|
|	1215	|	0330	|	Ar DARWIN.....Lv	|	0530	|	2115	|
|	|	|	|	|		|	⑦	|	②	|
|	2115	|	1245	|	Ar SYDNEY.....Lv	|	2100	|	1245	|

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

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REAL—AEROVIAS—NACIONAL

C-1708 ①④⑥	C-1706 ②⑤⑦	C-1704 ⑦	C-1702 ③⑥	C-1700 ②⑤		C-1701 ③⑥	C-1703 ④⑦	C-1705 ①	C-1707 ②⑤⑦	C-1709 ①④⑥
1200	0600	0500	0600	0600	Lv SAO PAULO...Ar	1645	1345	1520	1830	1615
1320		0620			Ar RIO DE JANEIRO...Lv			1400		
1430		0800			Lv RIO DE JANEIRO...Ar			1300		
1545		0745	0745	0745	Ar BELO HORIZONTE...Lv	1500	1200			1630
	0830	0830	0830	0830	Lv BELO HORIZONTE...Ar	1420	1120			
					Ar CARAVELAS...Lv					
					Lv CARAVELAS...Ar					
	1150	1200	1150	1150	Ar SALVADOR...Lv	1100	0800	0900	1330	
		1300	1245	1245	Lv SALVADOR...Ar	1010	0710	0805		
					Ar MACEIO...Lv		0500	0630		
					Lv MACEIO...Ar			0545		
		1540	1455	1455	Ar RECIFE...Lv	0800		0500		
				1600	Lv RECIFE...Ar	0715				
				1815	Ar FORTALEZA...Lv	0500				
				0500	Lv FORTALEZA...Ar	1715				
				0700	Ar SAO LUIZ...Lv	1445				
				0830	Lv SAO LUIZ...Ar	1400				
				1030	Ar BELEM...Lv	1200				

C-1800 ⑦		C-1801 ④
0600	Lv SAO PAULO...Ar	1600
0900	Ar GOIANIA...Lv	1300
0945	Lv GOIANIA...Ar	1200
1315	Ar CAROLINA...Lv	0830
1415	Lv CAROLINA...Ar	0720
1625	Ar BELEM...Lv	0500
0500	Lv BELEM...Ar	1430
	PARAMARIBO...Lv	1115
	PARAMARIBO...Ar	1015
1130	Ar PORT OF SPAIN...Lv	0730
1300	Lv PORT OF SPAIN...Ar	1630
1630	Ar SAN JUAN...Lv	1300
0830	Lv SAN JUAN...Ar	1200
	PORT AU PRINCE...Lv	0900
	PORT AU PRINCE...Ar	0730
1400	Ar MIAMI...Lv	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④		C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO...Ar	1915	1910	1350	1000
	0910	0910	1510	Ar CAMPO GRANDE...Lv		1600	1040	
		1040	0800	Lv CAMPO GRANDE...Ar		1520		
		1200		Ar CORUMBA...Lv	1445	1400		
				Lv CORUMBA...Ar	1345			
			1000	Ar CUIABA...Lv	1215			
				Lv CUIABA...Ar	1130			
			1615	Ar MAMAUS...Lv	0600			
1500				Ar PORTO ALEGRE...Lv				0700

C-1600 ①⑤		C-1601 ②⑥
0600	Lv SAO PAULO...Ar	1600
0900	Ar GOIANIA...Lv	1300
0945	Lv GOIANIA...Ar	1200
1315	Ar CAROLINA...Lv	0830
1415	Lv CAROLINA...Ar	0720
1625	Ar BELEM...Lv	0500

RIDDLE AIRLINES (RD)

301 #	453 # Ex ⑦①	451 # Ex ⑥⑦	341 # Ex ⑦①	401 # Ex ⑥	207 # Ex ⑦①	2203 ⑥	203 # Ex ⑦①	201 #	C-46	454 # Ex ⑥⑦	452 # Ex ⑦①	302 #	402 # Ex ⑥	204 # Ex ⑤⑥	2204 ⑤	206 # Ex ⑥⑦	202 #	342 # Ex ⑦①
					0030	2345	0130	2330	Lv NEW YORK (IDL)...Ar					0620	0620	0745	0525	
					0125		0225		Ar PHILADELPHIA...Lv					0530	0530	0655		
					0230		0315		Lv PHILADELPHIA...Ar					0430	0430	0538		
				2300					Lv CHICAGO...Ar				0525					
	0200	2100							Lv DETROIT...Ar	2345	0845							
	0355	2245							Ar CLEVELAND...Lv		0900							
	0435	2330							Lv CLEVELAND...Ar		0812							
	0650	0137		0205					Ar ATLANTA...Lv	2025	0400		0215					
				0320					Lv ATLANTA...Ar				0057					
				0525	0625				Ar ORLANDO...Lv				2245			2355		
				0645	0725				Lv ORLANDO...Ar				2145			2105		
					0800				Ar TAMPA...Lv							2030		
								0420	Ar WEST PALM BEACH...Lv									
								0450	Lv WEST PALM BEACH...Ar									
				0755		0425	0755	0523	Ar MIAMI...Lv				2020	2030	2030		2300	
2200			1000						Lv MIAMI...Ar			1830						0520
0425			1640						Ar SAN JUAN...Lv			1445						2300

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International...Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas...Lv				1200					
									BARCELONA, Muntadas...Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes...									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes...									
F	F	F		F	F	F	F	F	ARUBA...									
			0545						Ar MARACAIBO, Gr. De Oro...Lv						0800			
									MARACAIBO, Gr. De Oro I...									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia...Lv	1000	1145	1430	1000	1145		1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

SN209 DC-3/ C-47 ①④	SN211 DC-3/ C-47 ⑥	SN207 DC-3/ C-47 ②③ ⑤	DUSSELDORF-NUREMBERG-STUTTGART-VIENNA	SN210 DC-3/ C-47 ①④	SN212 DC-3/ C-47 ⑥	SN208 DC-3/ C-47 ②③ ⑤
1520	1145	1325	Lv BRUSSELS.....Ar	2035	1905	2035
|	|	|	Ar COLOGNE.....Lv	1920	|	1920
|	|	|	Lv COLOGNE.....Ar	1840	|	1845
1630	|	|	Ar DUSSELDORF.....Lv	1800	1800	
	|	|	Lv DUSSELDORF.....Ar		1730	|
	|	|	Ar NUREMBERG.....Lv		|	|
	|	|	Lv NUREMBERG.....Ar		|	|
	1400	1540	Ar STUTTGART.....Lv		1530	1710
			Ar VIENNA.....Lv			

SN101 DC-3/ C-47 # Ex ⑦	SN247 DC-3/ C-47 ①③ ⑤	PARIS-MILAN	SN248 DC-3/ C-47 ②④ ⑥	SN102 DC-3/ C-47 # Ex ①
2040	1505	Lv BRUSSELS.....Ar	0345	0050
2215	|	Ar PARIS.....Lv	|	2325
	2030	Ar MILAN.....Lv	2200	

BEF37 VISC. ②⑤ ⑦	SN205 DC-3/ C-47 ②③ ④⑤	LONDON	SN206 DC-3/ C-47 ⑤	BEF36 VISC. ②⑤ ⑦	SN206 DC-3/ C-47 ③④ ⑥
0640	2200	Lv BRUSSELS.....Ar	0410	0410	0455
0650	2300	Ar LONDON.....Lv	0120	0205	0205

PS201 DC-4 ③	PS203 DC-4 ⑤	PS205 DC-4 ⑦	PS209 DC-4 ①	BASLE-BEIRUT-TEHERAN	PS208 DC-4 ①	PS202 DC-4 ④	PS204 DC-4 ⑥	PS206 DC-4 ②
	1400			Lv BRUSSELS.....Ar		1000		
	1545			Ar BASLE.....Lv		0800		
	1800			Lv BASLE.....Ar		0600		
	|			Ar BEIRUT.....Lv		|		
0245	|	0245		Lv BEIRUT.....Ar		|	2025	1430
|	1245	|		Ar ABADAN.....Lv		1415	|	|
|	1330	|	1530	Lv ABADAN.....Ar	1330	1330	|	|
0845	1530	0845	1745	Ar TEHERAN.....Lv	1105	1105	1700	1105

SN220 ①	SN222 ④	AFRICAN FREIGHTER SERVICE DC-4	SN221 ②	SN225 ⑤
	0600	Ar LEOPOLDVILLE.....Lv		1335
1000	|	Ar LULUABOURG.....Lv	1030	|
1145	|	Ar KINDU.....Lv	|	|
1230	|	Lv KINDU.....Ar	X	
1400	1230	Ar USUMBURA.....Lv	0700	0950
	1430	Lv USUMBURA.....Ar		0850
	1450	Ar GOMA.....Lv		0800

X - Optional Landing.

UMI

SAM AIRLINES

999 ⑤	888 ⑤	C-46 Read Down	Read Up	887 ③	998 ④
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③	Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	Read Up	005 ② ③④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

200 ⑥	204 ⑤	102 ③	200 ②③	200 ⑦①	104 ②	104 ③④	100 ①	100 # Ex ①	* Constellation ⊙ DC-4 ‡ C-47	101 ①	105 ①②④⑤	101 ②	101 ③	105 ③	103 ④	101 ⑥	103 ⑥	105 ⑥	101 ④⑤
	1000		1200	0800			0600	0330	Lv NEW YORK....Ar	1255		1255	1255			1255		1245	1255
	0215			f0015			2215	1945	Ar SHANNON.....Lv	0440		0440	0440					0430	0440
0330	0315	2000		f0115	0230	0230	2315	2100	Lv SHANNON.....Ar	0335	0030	0335	0335	0030	0225		0215	0330	0335
		2140							Ar GLASGOW.....Lv				0225		0045	0400			
0530			0550				0100	2240	Ar LONDON.....Lv	0145		0145	0030			0130			0145
0625			0645				0155	2335	Lv LONDON.....Ar	0045		0045	2330			0030			0045
		0040							Ar AMSTERDAM...Lv			2340			2145				
		0155							Ar HANOVER.....Lv						2005		1930		
		0300							Ar HAMBURG.....Lv						1900		2100		
							0255	0035	Ar BRUSSELS.....Lv	2335									2335
									Ar DUSSELDORF..Lv	2255		2255				2255			2255
									Ar COLOGNE.....Lv	2245									
0900			0900	0630			0420	0159	Ar FRANKFURT...Lv	2155		2155	2155			2155			2155
							‡	‡		*		*	*			*			
							1400	0600	Lv FRANKFURT...Ar	2120		2120	2120			2120			2120
							1455	0655	Lv NUREMBERG...Ar	f2025		2025	f2025			2025			2025
							1600	0800	Lv MUNICH.....Ar	1920		1920	1920			1920			1920
							1705	f0905	Ar STUTTGART...Lv	f1815		1815	1815			1815			1815
	0545				0545	0545			Ar PARIS.....Lv		2100			2100				0100	
	0645				0645				Lv PARIS.....Ar					2000				2330	
					1000				Ar GENEVA.....Lv										
					f1120				Ar BASLE.....Lv					1900				2245	
	0815				1100				Ar ZURICH.....Lv					1800				2200	

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑥	DC-6A Read Down	Read Up	792 ⑤	790 ⑦	705 DC-3 ② ③④ ⑤⑥
	2200	0130	Lv NEW YORK	Ar	0850	2200	
			Ar MANCHESTER	Lv	2225	1135	
			Lv MANCHESTER	Ar	2135	1045	
	1800		Ar BASLE	Lv	1950	0900	
			Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv			
		2115	Lv GENEVA	Ar			
	1900	2205	Ar ZURICH	Lv	1850	0800	
			Lv ZURICH	Ar		2325	
			Ar GENEVA	Lv		2235	
2310			Lv ZURICH	Ar			0715
2350			Ar BASLE/MULHOUSE	Lv			0640
0020			Lv BASLE/MULHOUSE	Ar			0610
0300			Ar AMSTERDAM	Lv			0340
			Ar STUTTGART	Lv			

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES SA)

525 ②⑤	801 ⑥	801 ③⑤	301 ②④	801 ①	DC-4 Read Down	Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	↓	↓	↓	↓	Lv MEXICO	Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030				Ar BELIZE	Lv			1715		↑	↑	↑
	1100				Lv BELIZE	Ar			1700				
1025	1225	1145	0930	1130	Ar GUATEMALA	Lv	1535		1535				1535
1110	1315	1245	1020	1230	Lv GUATEMALA	Ar	1505		1505				1505
1155	1400	1330	1105	1315	Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv SAN SALVADOR	Ar	1400		1400				1400
			1315		Ar TEGUCIGALPA	Lv	1315		1315				1315
			1340		Lv TEGUCIGALPA	Ar	1300		1300				1300
			1435		Ar MANAGUA	Lv	1205		1205				1205
			1500		Lv MANAGUA	Ar	1145		1145				1145
			1610		Ar SAN JOSE	Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1931 DC-3 ②	1915 DC-3 ④	1915 DC-3 ③	1921 DC-3 ③	1909 DC-4 ⑤	1919 DC-4 ⑥	1917 DC-3 ④⑥	1913 DC-4 ④	1911 DC-4 ②③	1911 DC-3 ①⑤		1912 DC-3 ①	1912 DC-3 ⑤	1912 DC-4 ②④	1912 DC-4 ③	1918 DC-3 ④⑤	1920 DC-4 ⑥	1910 DC-4 ⑤	1922 DC-3 ③	1916 DC-3 ③④	1932 DC-3 ②
1930	1340	1340	0745	0500	0150	0120	0220	0120	0120	Lv MELBOURNE	Ar	1015	0925	1120	1025	0705	0955	1435	1330	2105	0225
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Ar SMITHTON	Lv	0840		0945				1300	1155		
	1515									Lv SMITHTON	Ar	0800		0755				1115			
	1600									Ar WYNYARD	Lv										
										Lv WYNYARD	Ar										
										Ar DEVENPORT	Lv										
										Lv DEVENPORT	Ar										
2130		1540	0940	0640		0320		0300	0320	Ar LAUNCESTON	Lv				0840		0810				
2200		1640		0750				0350	0345	Lv LAUNCESTON	Ar				0640		0610				
2245	1710	1725		0830	0400		0430	0430	0430	Ar HOBART	Lv	0635	0545	0630	0600	0500	0530	1000	1020	1825	2345

1948 DC-3 ③⑥	1906 DC-3 ② ④⑥	1902 DC-4 ③④	1902 DC-3 ① ②⑤		1901 DC-3 ① ②③	1901 DC-4 ④⑤	1905 DC-3 ③ ⑤⑦	1949 DC-3 ③⑥
0530		2230	2230	Lv MELBOURNE	Ar	0315	0225		1200
↓		0055	0120	Ar SYDNEY	Lv	0010	2350		
		0225	0230	Lv SYDNEY	Ar	2255	2220		
		0500	0525	Ar BRISBANE	Lv	1945	1945		
	0500			Lv BRISBANE	Ar			1305	
	0720			Ar ROCKHAMPTON	Lv				
	0750			Lv ROCKHAMPTON	Ar				
	0905			Ar McKAY	Lv				
	0935			Lv McKAY	Ar				
	1100			Ar TOWNSVILLE	Lv			0830	
0750				Ar ADELAIDE	Lv				0850

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
	-- CALGARY	Ar	0120
0730	Ar EDMONTON	--	↑
0800	Lv EDMONTON	--	
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS WORLD AIRLINES (TW)

DOMESTIC

599 #Ex. ⑤⑦	595 #Ex. ⑤⑦	L-1049H	596 #Ex. ⑥⑦	592
2300	2345	Lv NEW YORK (IDL) Ar	1142	1218
↓	0032	Ar PHILADELPHIA Lv	↓	↓
	0135	Lv PHILADELPHIA Ar		1040
		PITTSBURGH Lv		0957
0124		PITTSBURGH Ar		
0230		Ar CHICAGO Lv	0750	
↓		Lv CHICAGO Ar	0648	
	0314	Ar INDIANAPOLIS Lv	↓	
	0415	Lv INDIANAPOLIS Ar		
	0522	Ar ST. LOUIS Lv		0645
	0625	Lv ST. LOUIS Ar		0547
	0636	Ar KANSAS CITY Lv		0340
	0740	Lv KANSAS CITY Ar		0241
0721	↓	Ar LOS ANGELES Lv	2230	↓
↓	1251	Ar SAN FRANCISCO Lv	↓	2000

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

TW INTERNATIONAL

980 ②	980 ④	970 ⑥	L-1049H	981 ⑥	981 ③	971 ②
0130	0130	0130	Lv NEW YORK (IDL) Ar	1255	1255	1140
0725	0725	0725	Ar GANDER Lv	0930	0930	0815
0810	0810	0810	Lv GANDER Ar	0850	0850	0735
1740	1740	1740	Ar SHANNON Lv	0300	0300	0145
1825	1825	1825	Lv SHANNON Ar	0215	0215	0100
↓	↓	2230	Ar FRANKFURT Lv	↓	↓	2230
		0030	Lv FRANKFURT Ar			2105
2150	2150	↓	Ar PARIS Lv	0040	0040	↓
0015	0015		Lv PARIS Ar	2310	2310	
↓	↓	0135	Ar ZURICH Lv	2000	↓	2000
		0230	Lv ZURICH Ar	1845		1845
0135	0135	↓	Ar GENEVA Lv	2150	2150	↓
0230	0230		Lv GENEVA Ar	2050	2050	
↓	↓	↓	Ar MILAN Lv	1740	1940	1740
			Lv MILAN Ar	1610	1810	1610
0435	0435	0435	Ar ROME Lv	1430	1630	1430

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WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750		1130		Ar PUNTA ARENAS	Lv		0900		1400	
					Ar J. FERNANDEZ	Lv					

UNITED AIR LINES (UA)

67 ⑦	73 DC-7A # Ex ⑥⑦	65 # Ex ⑥⑦	59 # Ex ⑦①	67 ⑦	67 # Ex ⑥⑦	63 # Ex ⑥⑦	71 DC-7A # Ex ⑥⑦	61 # Ex ⑥⑦	65 # Ex ⑥⑦	DC-6A	70 DC-7A # Ex ⑤⑥⑦	70 DC-7A ⑦	60 # Ex ⑥⑦	60 ⑥	62 # Ex ⑥⑦	64 # Ex ⑥⑦	68 # Ex ⑤⑥⑦	68 ⑤	56 # Ex ⑦①	66 # Ex ⑦①	72 DC-7A # Ex ⑥⑦	60 ⑥
					2200					Lv BOSTON							0932					
					2243					Ar HARTFORD/SPRINGFIELD							0850					
D					↓					Lv							↓					
0750	C	C		0748	0010			B	A	Lv HARTFORD/SPRINGFIELD			A	E			0743				C	F
										Ar							↓				1355	
0930				0930						Lv NEW YORK (LGA)							0655				1247	
							2340			Ar NEW YORK (LDL)							0527	0527			↓	
0700	2300	1835	0145	0700		2215		2300	1825	Lv NEW YORK (IDL)	0920	1742	1300	1320					0450	0825	1415	1315
		1919				2259			1920	Ar NEWARK					1715		0445	0445		0650		
		2050				0030			2050	Lv PHILADELPHIA		1700			1640		0345	0345		0602		
		2242	0347		0227				2242	Ar PHILADELPHIA		1608			1540		0210	0210				
		0001	0500		0325				0001	Ar CLEVELAND		1440					0057	0057				
						0150				Lv CLEVELAND		1352										
						0300				Ar DETROIT					1240							
						0411	0145	0117	0036	Lv DETROIT					1138							
→1205	0102	0036	0535	1205	0400	0610	0255	0300		Ar CHICAGO (MDW)		1130	0905	0925	1030		2230	2230	0100	0335	0905	0925
1530	0215			1530	0555					Lv CHICAGO (MDW)		0945	0755	0815	0840	1416					0755	0815
										Ar CHICAGO (ORD)	0535											
										Lv CHICAGO (ORD)	0425											
										Ar OMAHA						1130						
										Lv OMAHA						1039						
1725				1725	0750					Ar DENVER				0255	0320							0255
1825				1825	0905					Lv DENVER				0208	0220							0208
						0930				Ar SALT LAKE CITY						0630						
						1030				Lv SALT LAKE CITY						0530						
2110	0540				1150			0710		Ar LOS ANGELES (INTL)			2230	2140							2300	2140
2225					1350					Lv LOS ANGELES (INTL)												2037
					↓					Ar OAKLAND												↓
2330				2140	1525		0650			Ar SAN FRANCISCO	1910	0030			2130	0200						1855
				0001						Lv SAN FRANCISCO						0057						
				0143						Ar LOS ANGELES						↓						
						1215				Lv PORTLAND						2230						
						1300				Ar PORTLAND						2150						
						1347				Lv SEATTLE						2100						

A - Discontinued after Oct. 7th.
B - Discontinued after Oct. 7th.
C - Effective Oct. 10th.
D - Effective Oct. 16th.
E - Discontinued after Oct. 8
F - Effective Oct. 15

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
↓	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 DC-6 NORD 2.502 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		↑
↓	1825				Lv NICE	Ar		0655		1650
0005	1910				Ar TRIPOLI	Lv		↑		1750
0105	⑤				Lv TRIPOLI	Ar		2225		
0730	0320				Ar FORT-LAMY	Lv		2110	1800	0930
	0430		0600	0600	Lv FORT-LAMY	Ar		↑	1635	
	↓		↓	↓	-- MOUNDOU	Lv			1555	
			0800	0800	-- MOUNDOU	Ar			↑	
		0615	0850	0850	Ar N'GAOUNDERE	--			1355	
		↓		↓	Lv N'GAOUNDERE	--				
	0710	0805			-- BANGUI	Lv				
		0855			-- BANGUI	Ar	1730			
		1020		1150	Ar DOUALA	Lv	↑	1830		
		1100		1315	Lv DOUALA	--				
		1140	1220	↓	Ar LIBREVILLE	--				
				1530	Lv LIBREVILLE	--				
					Ar FORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
					Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‡ -Service Temporarily Suspended

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Constellation 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	200	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	--	100	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	200	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	--	--	200	--	2000	200	--	200	200	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	600	600	--	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

UMI

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tta-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capitol Airlines, Inc.
CAA	CE	063	Central Africcn Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicio Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Explorocao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Explorocao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	029	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S.A.
LAP			Laide Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport-MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAI	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RID	RD	223	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	SU		Brecthene South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TC	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica